

District of Lantzville

Notice and Agenda for the Special Meeting of Council of the District of Lantzville to be held on Monday, July 25, 2022, at 6:00 pm Electronically and viewed in the Council Chamber, Municipal Hall, 2nd Floor, 7192 Lantzville Road, Lantzville, BC

This meeting will be conducted electronically by Zoom Webinar (per the *Community Charter, Local Government Act*, and the Council Procedure Bylaw) livestreamed, and archived for viewing on demand at lantzville.ca.

Public Hearing Input

Members of the public who believe their interest in property is affected by proposed “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” & “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” and wish to provide input regarding agenda item 3. a) prior to the public hearing can submit written comments by email to district@lantzville.ca, mail or drop off at Municipal Hall, and **MUST be received before 12:00 noon on Monday, July 25, 2022**, indicating the bylaw names, your name and civic address, if you are in favour or opposed to the bylaws, and any comments regarding the bylaws. All written submissions, including names and addresses, will become part of the public record, be shared with Council, and posted to lantzville.ca

You may also provide your input during the **public hearing** verbally, by registering in advance with the Zoom Webinar **“link”** provided on the District’s website for this Council meeting event at lantzville.ca.

Public input is restricted to the proposed bylaws on the agenda, during the public hearing. After the close of the public hearing, Council must not receive further submissions from the public.

Meeting Attendance

Anyone unable to participate electronically may do so in person (subject to limited seating) at the Council Chamber, Municipal Hall, at 7192 Lantzville Road, Lantzville, BC. Participation will be managed electronically via Zoom, operated from the Council Chambers. Due to limited seating, members of the public are encouraged to view the Council meeting via the **livestream**, and to provide verbal public input during the public hearing regarding the proposed bylaws, by registering in advance using the verbal submission process or by written submission. Prior to attending Municipal Hall, please self-assess to ensure you are healthy and do not attend if you are ill. Members of the public must remain seated unless invited to address Council.

Page No.

1. **CALL TO ORDER**
- 1-2 2. **ADOPTION OF THE AGENDA**
THAT the July 25, 2022 special Council meeting agenda be adopted, as presented.

3. **PUBLIC AND STATUTORY HEARINGS**

3-385

- a) **“District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” & “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021”**

- Notice of Public Hearing Posted July 13, 2022, Bylaw No. 283 at Second Reading June 15, 2022 & Bylaw No. 284 at Second Reading July 6, 2022, Reports to Council May 4, June 8, and June 15, 2022, excerpts from June 8, 2022, regular Council meeting, June 15, 2022 special Council meeting minutes and July 6, 2022 regular Council meeting minutes, and written public input received between posting Notice of Public Hearing on July 13, 2022 to July 21, 2022, 12:00 noon.

[Information and submissions regarding this application received prior to the Public Hearing Notice, not listed above, and received following distribution of this agenda, up to 12:00 noon on Monday, July 25, 2022 will become part of the public record, be shared with Council, and are, or will be posted to lantzville.ca]

4. **BYLAWS**

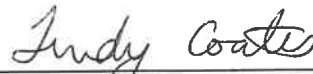
- a) **Bylaw No. 283** [See item 3a), agenda pages 5-66]
Recommendation, subject to public hearing input:

THAT “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” be given third reading.

- b) **Bylaw No. 284** [See item 3a), agenda pages 67-74]
Recommendation, subject to public hearing input:

THAT “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” be given third reading.

5. **ADJOURNMENT BY MAYOR**



Trudy Coates, Director of Corporate Administration

NEXT SCHEDULED COUNCIL MEETINGS:

Special, Wednesday, July 27, 2022 @ 6:00 pm

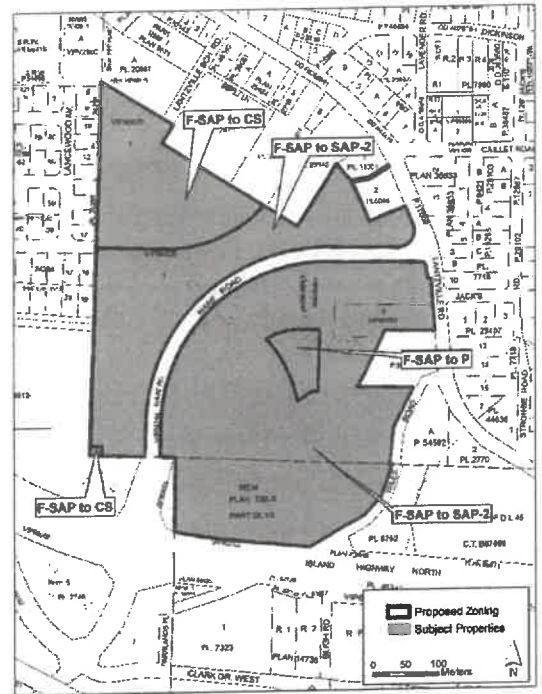
District of Lantzville Notice of Public Hearing

Monday, July 25, 2022 at 6:00 pm (to be held electronically)



District of Lantzville Council will hold an electronic public hearing as part of the special Council meeting on **Monday, July 25, 2022 at 6:00 pm**, virtual (Zoom Webinar platform) and livestreamed at lantzville.ca to receive and consider input from all persons who believe that their interest in property is affected by proposed “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” & “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021”.

Purpose: 1) To amend “District of Lantzville Official Community Plan Bylaw No. 150, 2019” by adding Appendix 2 – Village South Special Area Plan. These include policies for guiding future development; 2) To amend “District of Lantzville Zoning Bylaw No. 180, 2020, by amending the zoning on the parcels legally described as: That Part of District Lot 45 Wellington District lying to the North West of Copley Road shown outlined in red on Plan 733R and except that part in Plans 23561 and VIP65702; Lot 1, District Lot 27G, Wellington District Plan VIP66828; and Lot 2, District Lot 27G, Wellington District, Plan VIP66828, from “Future Special Area Plan Zone (F-SAP)” to “Village South Special Area Plan Zone (SAP-2)”, and “Community Services Zone (CS)”, as shown on the map. The proposed development includes a mix of residential units (up to a maximum of 632 units) with commercial uses.



HOW DO I FIND OUT MORE INFORMATION?

- From July 13, 2022 to July 25, 2022, view at Municipal Hall from 8:30 am to 4:00 pm Monday to Friday, excluding holidays, copies of the bylaws, staff reports, background information, and written submissions or online at lantzville.ca
- Contact Frank Limshue, Director of Planning and Community Services, at 250.933.8083 or flimshue@lantzville.ca if you have any questions
- Watch the public hearing: Livestreamed online (no pre-registration required), in-person in the Council Chamber (limited seating for those unable to participate electronically), or view the recording when available, at lantzville.ca.

HOW CAN I PROVIDE INPUT?

This public hearing will be conducted electronically via Zoom Webinar and livestreamed at lantzville.ca. Anyone who believes their interest in property is affected by the proposed bylaws will be given a reasonable opportunity to be heard by Council during the electronic public hearing.

WRITTEN SUBMISSIONS:

Deliver your written comments indicating the bylaw names, your name and civic address, if you are in favour or opposed to the bylaws, and any comments regarding the bylaws, by:

Email: district@lantzville.ca

Fax: 250.390.5188

In Person: Place in the drop box by the entrance to Municipal Hall (7192 Lantzville Road, Lantzville)

Mail: District of Lantzville, 7192 Lantzville Road, PO Box 100, Lantzville, BC V0R 2H0

Council does not accept anonymous submissions (this includes e-mails with an e-mail address only). All written submissions, including names and addresses, will become part of the public record, be shared with Council, and posted at lantzville.ca, and MUST be received by 12:00 Noon on Monday, July 25, 2022.

VERBAL SUBMISSIONS:

To speak at the public hearing using the Zoom Webinar platform, please visit lantzville.ca, click July 25th in the calendar, click view details, and follow the instructions to register in advance using the Zoom Webinar link provided. Zoom also offers the option to dial in by phone. If you do not receive an email confirming your registration, please email district@lantzville.ca. If you plan to participate via the Zoom Webinar platform, written submissions are also encouraged should you experience technical difficulties during the electronic public hearing.

Anyone unable to participate electronically may do so in person at the Council Chamber, Municipal Hall at 7192 Lantzville Road, Lantzville, BC. Participation will be managed electronically via Zoom, operated from the Council Chambers. **Due to limited seating, members of the public are encouraged to view the public hearing via the livestream, and to provide verbal public input on the proposed bylaws by registering in advance using the above VERBAL SUBMISSIONS process, or by WRITTEN SUBMISSION.**

Prior to attending Municipal Hall, please self-assess to ensure you are healthy and do not attend if you are ill. Members of the public must remain seated unless invited to address Council electronically.

AFTER THE CLOSE OF THE PUBLIC HEARING, COUNCIL MUST NOT RECEIVE SUBMISSIONS FROM THE PUBLIC.

District of Lantzville, 7192 Lantzville Road, PO Box 100, Lantzville, BC V0R 2H0, 250.390.4006, lantzville.ca

T:\DISTRICT OF LANTZVILLE\Planning & Community Services\Applications\ZB\21-2 7220 Ware Road\Public Hearing\Notice\Public hearing Notice for July 25 , 2022.docx

File Nos.:3360-20-20-2

District Website & Bulletin Board:

Nanaimo News Bulletin:

**DISTRICT OF LANTZVILLE
BYLAW NO. 283**

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

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

1. This bylaw may be cited for all purposes as the “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021”.
2. Schedule ‘A’ of District of Lantzville Official Community Plan Bylaw No. 150, 2019 is hereby amended as follows:
 - (a) in Part 3, Section 11.1.2 by inserting a new clause after clause 17, as follows:

“18. The Village South Special Area Plan is in Appendix 2 of the OCP. As properties within the special planning area are brought forward to the Municipality for consideration of rezoning, the policies specific to development of those properties will be added to the Special Area Plan through an amendment to the OCP.”
 - (b) by adding “Appendix 2 – Village South Special Area Plan”, attached hereto as Schedule 1.

READ A FIRST TIME this 22nd day of September, 2021

READ A SECOND TIME this 15th day of June, 2022.

PUBLIC HEARING HELD this day of , 2022.

READ A THIRD TIME this day of , 2022.

ADOPTED this day of , 2022.

Mark Swain, Mayor

Trudy Coates, Director of Corporate Administration

Schedule 1 to Bylaw 283, 2021

APPENDIX 2

Village South Special Area Plan



VILLAGE SOUTH SPECIAL AREA PLAN

DISTRICT OF LANTZVILLE

UPDATED: JUNE, 2022

HIGHLIGHTS

1 Community Services & Public Parks

A large 3.65-hectare (9 acres) parcel for Community Services and Park uses (e.g., community centre, playgrounds, playing fields).

2 Neighbourhood Park

A second 0.55-hectare (1.3 acres) public park area becomes a neighbourhood hub for local residents.

3 Streetscape Improvements

Ware Road, Lantzville Road, and new public streets will all be 'green' (e.g., trees, rain gardens) and pedestrian friendly.

4 Mix of Housing

A mix of housing options will be provided across the site, with a focus on townhouses/patio homes as well as single-unit, apartments, seniors supportive housing, and affordable housing.

5 Greenway & Trail Network

A comprehensive network of greenways and trails create active transportation connections throughout the village.

6 Mixed Use Area

Along Ware Road near Lantzville Road, a mixed use area will serve to enhance and expand the existing Village Core.

7 Grocery Store / Mixed Use Site

On the southwest corner of Ware / Lantzville Road, a mixed use site is intended to include a new grocery store.

8 Neighbourhood Buffers & Trail Connections

The west and southern boundaries of the site will include landscaped buffers, only broken by trail connections.

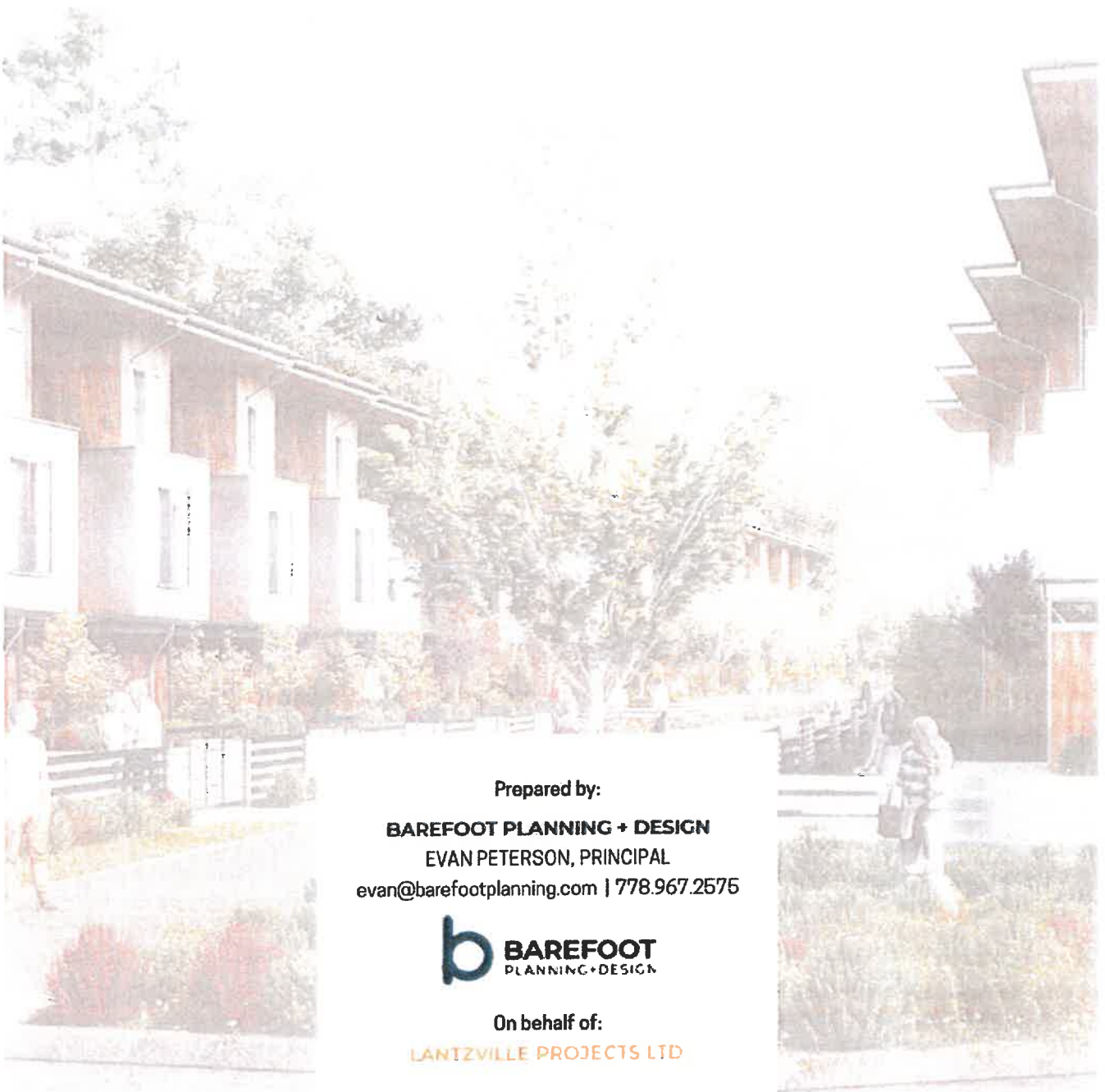
9 Integration with the Village

The street network, trail network, and land uses have been designed to integrate into the wider village redevelopment.

A Livable, Connected Neighbourhood

High quality urban design, small block sizes, green street designs, modest lot sizes, ground-oriented building types, and a comprehensive open space network all work to create a highly livable and pedestrian-friendly neighbourhood.





Prepared by:

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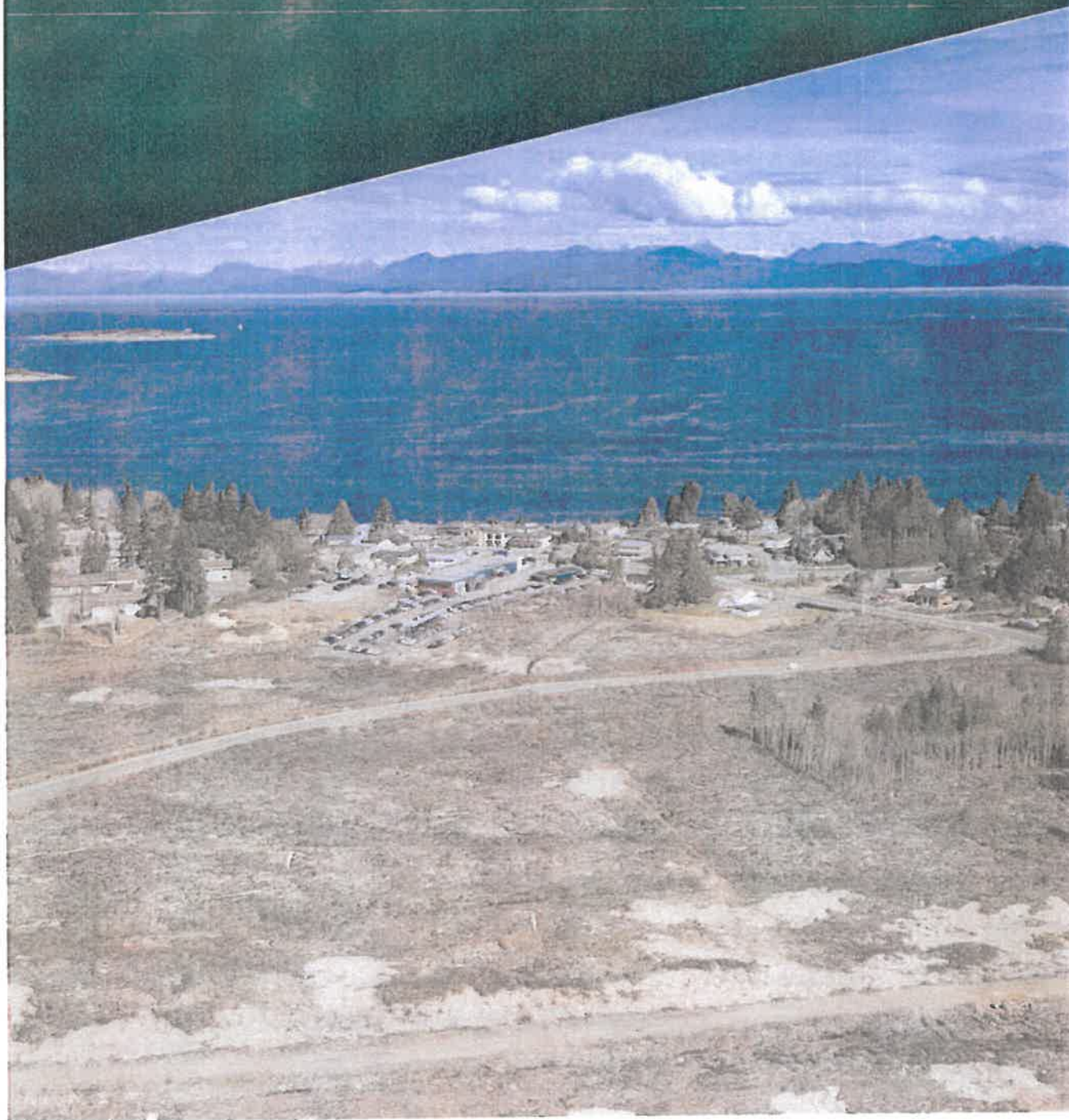
On behalf of:

LANTZVILLE PROJECTS LTD

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1. INTRODUCTION & CONTEXT



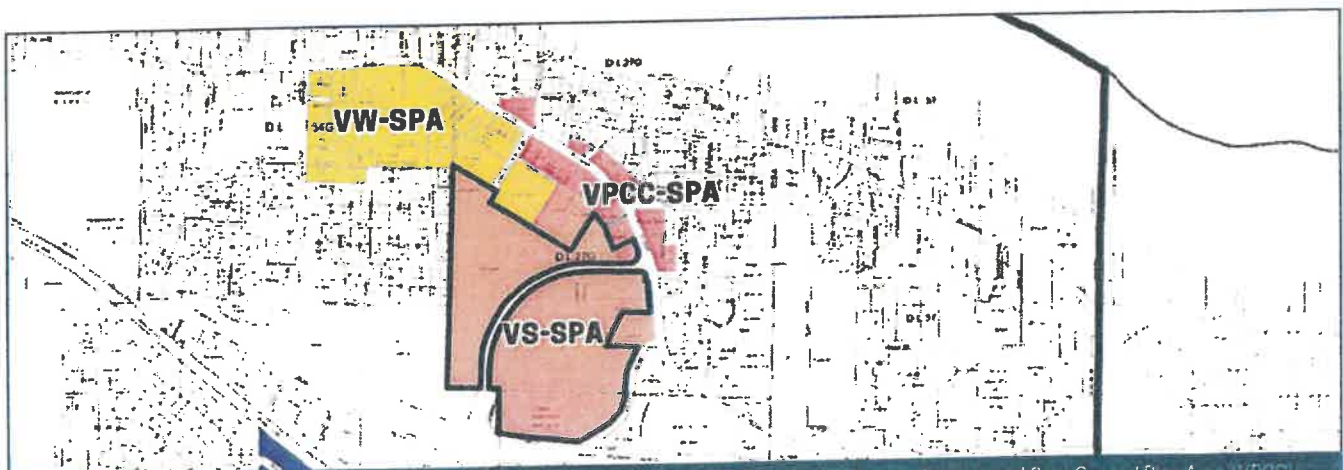
1.1 INTRODUCTION

This report details the development proposal for the Village South properties (see map below), which requires an Official Community Plan (OCP) amendment (to accommodate a new Special Area Plan) and site-specific rezoning.

The properties fall within the Village South and Village Primary Commercial Core Special Plan Areas (see lower map), as designated in the District's OCP. As a result, the proponent is required to develop a more comprehensive plan of the sites and satisfy a number of related application requirements (as presented in this report).



Location Map of the subject properties

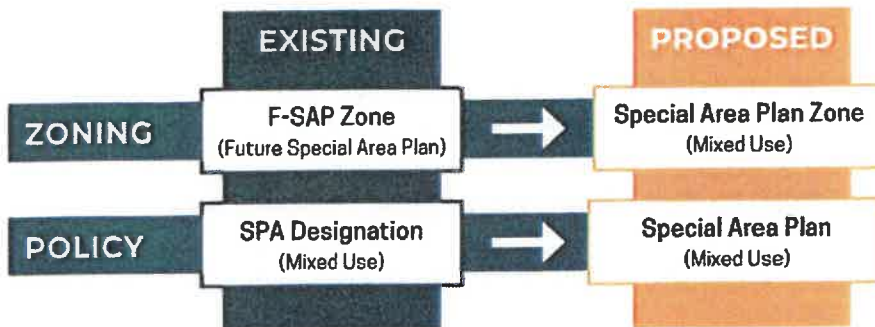


Portion of OCP Map 4, showing location of the Village South Special Plan Area (VS) and Village Primary Commercial Core Special Plan Area (VPCC)

1.2 PROJECT PURPOSE

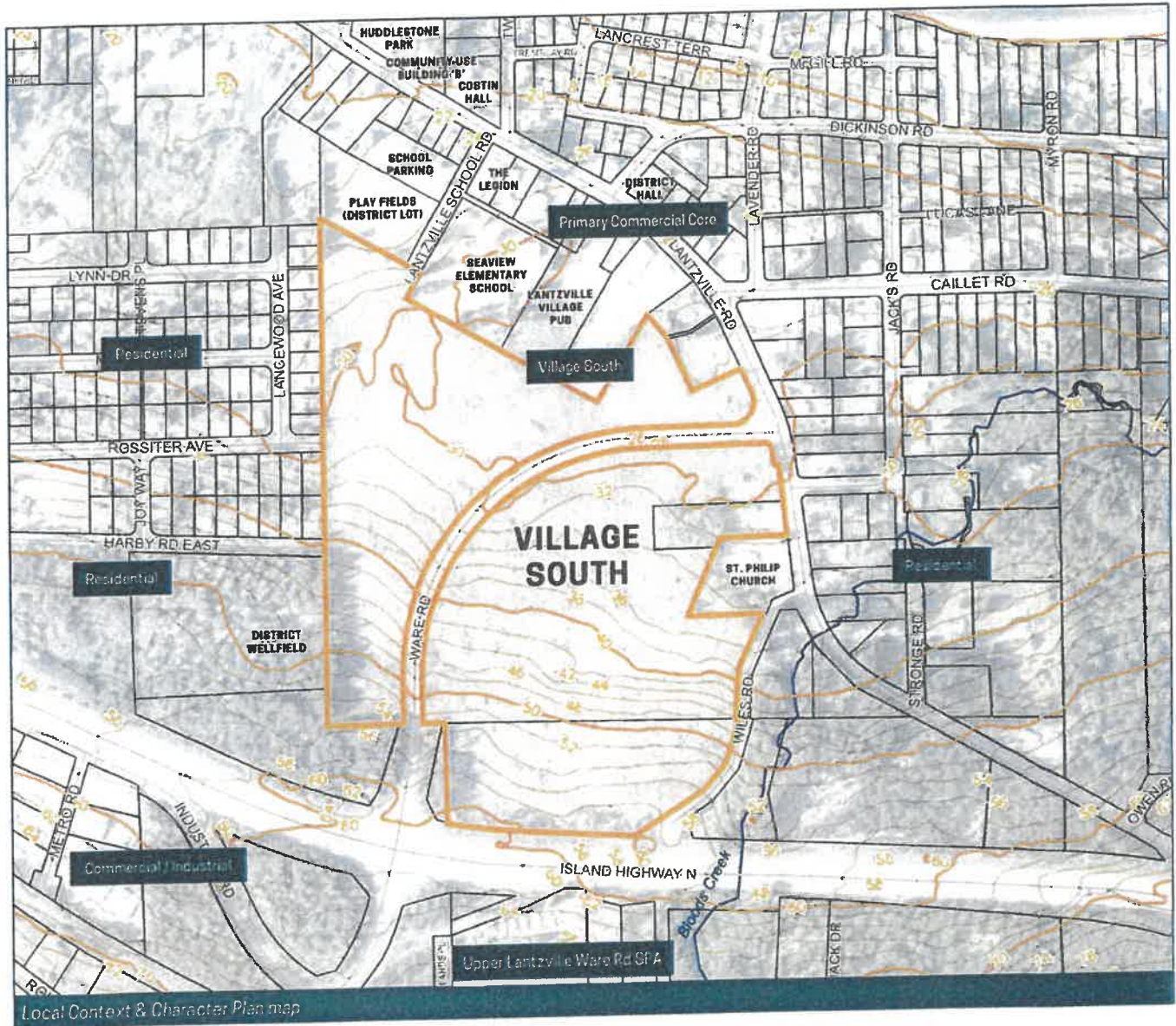
The purpose of this application is to permit the rezoning of the property from the Future Special Area Plan (F-SAP) zone (single-unit housing) to a site-specific "special area plan" zone for the Village South designation. The new zoning regulations would permit mixed use / commercial buildings near the village core with a range of housing types further south, including multifamily, seniors housing, townhomes, and single-unit housing – along with a significant area dedicated to public parks, trails, and other community amenities.

The OCP policies of the Special Plan Area designation require an OCP amendment to accept the corresponding Special Area Plan into the OCP.



1.3 DEVELOPMENT CONTEXT

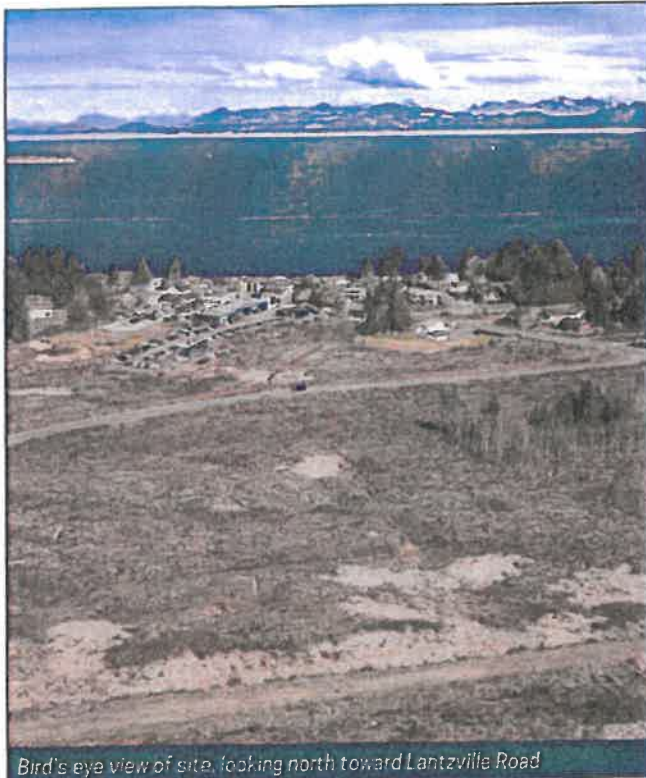
LOCAL CONTEXT & CHARACTER PLAN



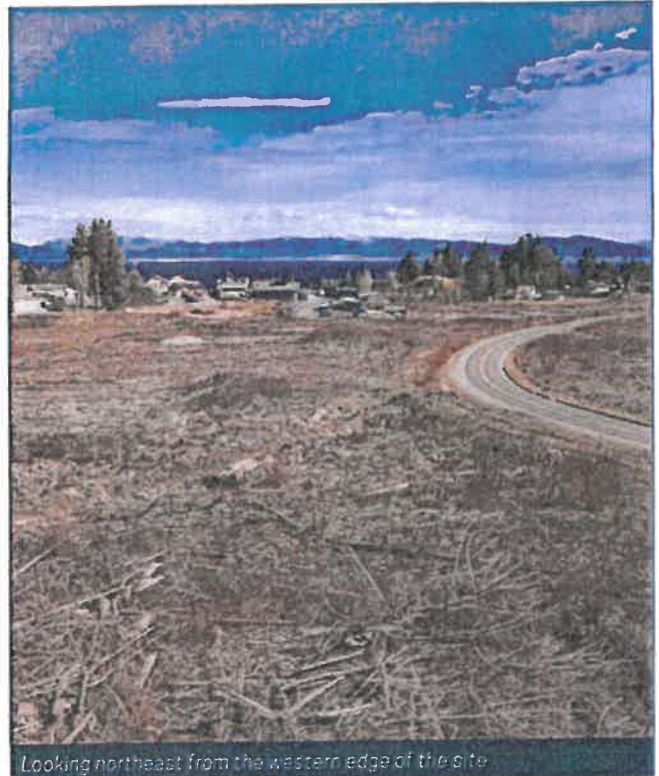
OCP Land Use designations

The surrounding area is primarily characterized by [a] residential land uses to the east and west, [b] adjacency to Lantzville Road, village commercial core, and Seaview Elementary School to the north, [c] proximity to Highway 19 to the south, and [c] very few existing site features (e.g., buildings, trails, natural elements). The site is further defined by its gentle slope and views to the north and potential street connections to the north, east, and west.

PHOTO GALLERY



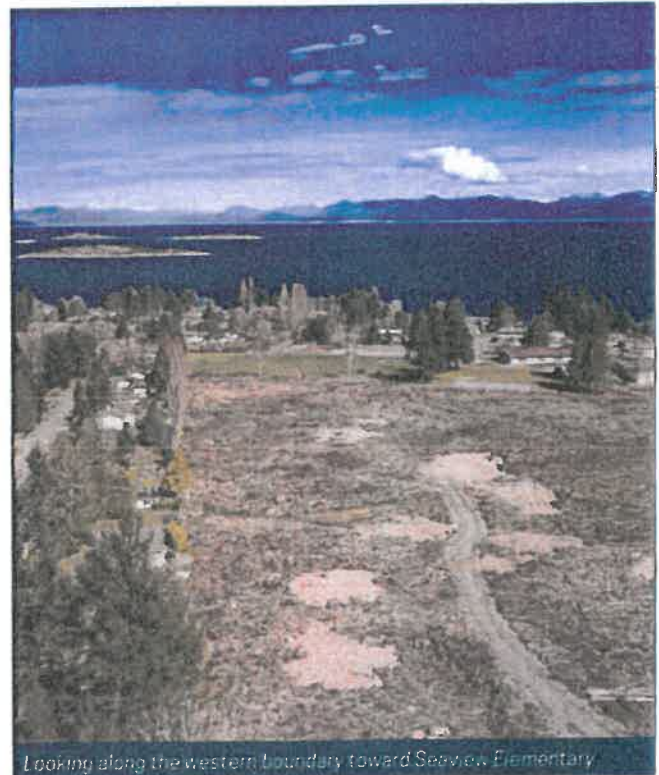
Bird's eye view of site, looking north toward Lantzville Road



Looking northeast from the western edge of the site

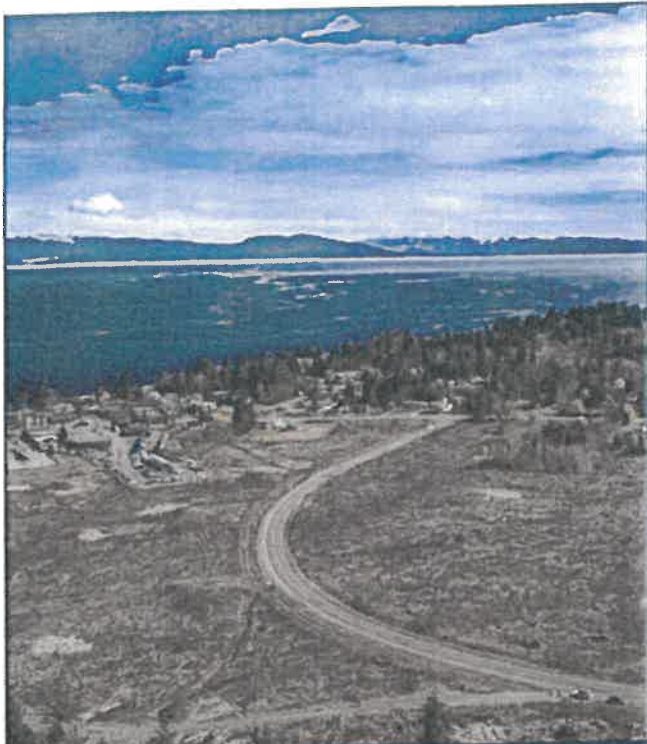


Typical interface with residential neighbours to the west

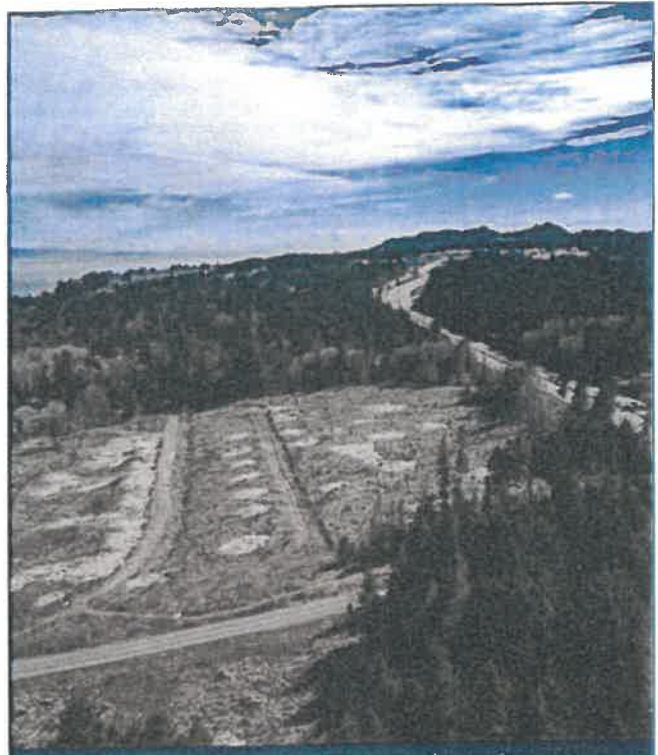


Looking along the western boundary toward Seaview Elementary

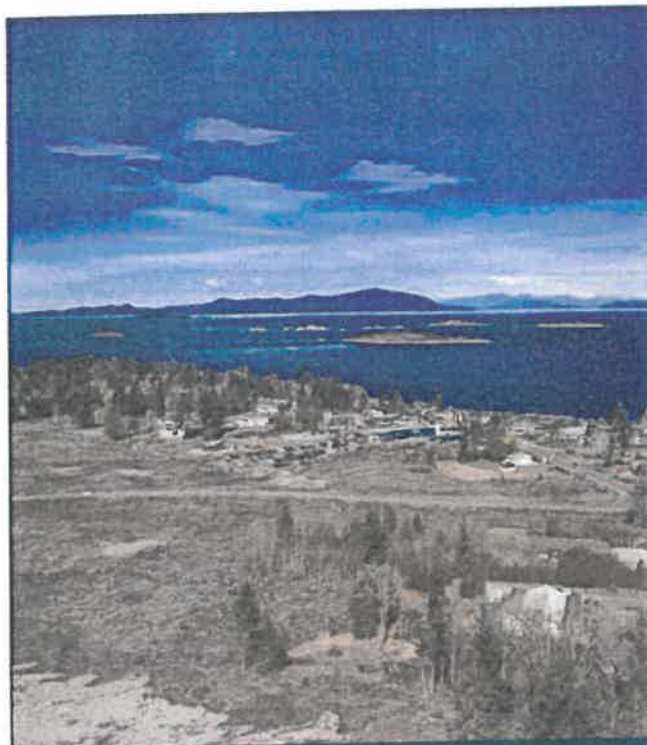
PHOTO GALLERY



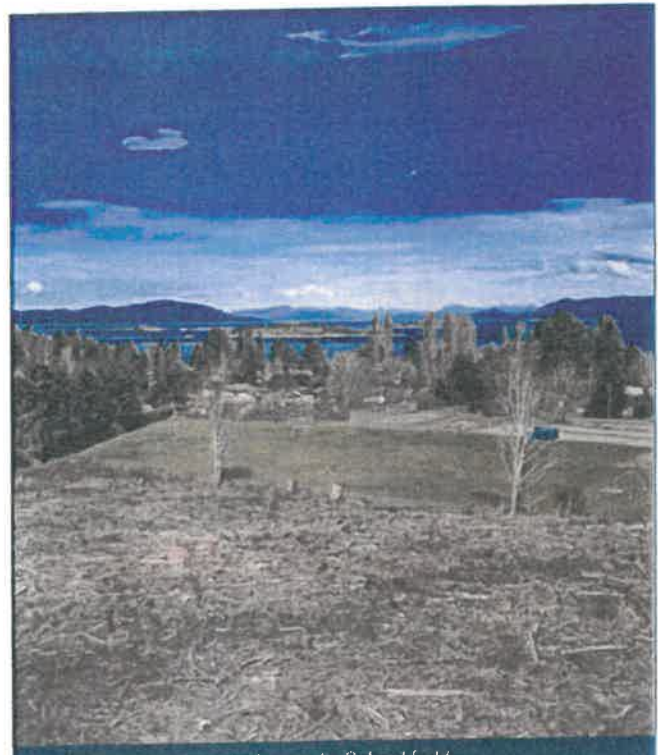
Bird's eye view from the west, looking east



Bird's eye view from the west, looking across the south extent

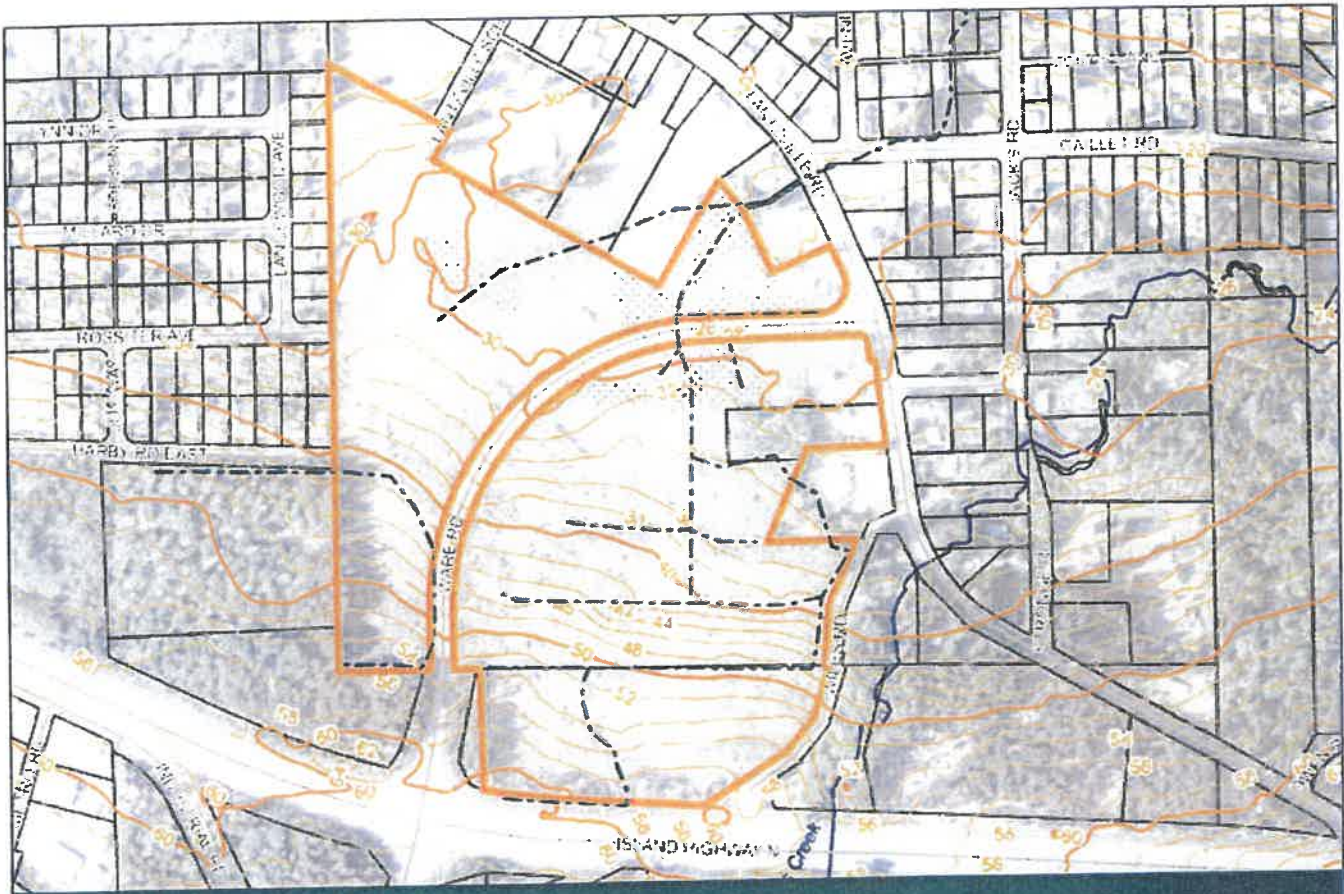


Looking along the eastern boundary of the site and Lantzville Road



Condition adjacent to the Lantzville School field

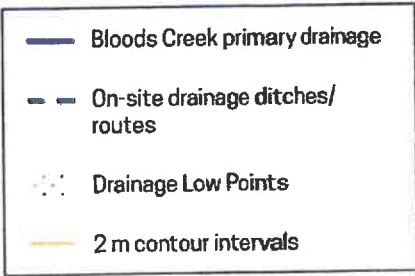
1.4 SITE INVENTORY

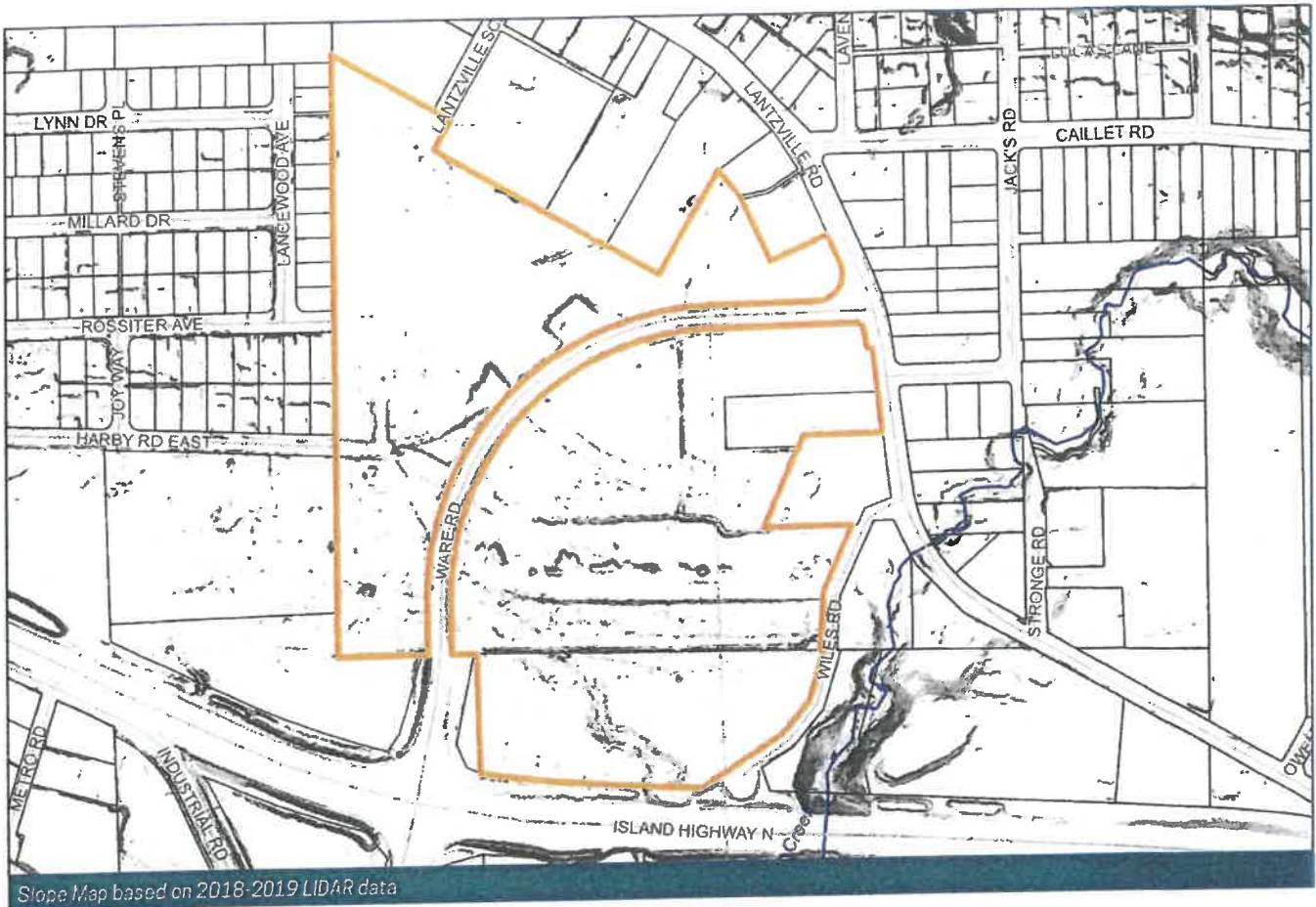


Site Inventory Map showing key site features

The above Site Inventory map summarizes the following, for which studies can be found in the appendices (where relevant):

- **Archaeological / Heritage Values**
 - There are no identified archaeological or heritage values on the site.
- **Watercourse / Hydrological**
 - The site has well-draining soils, with surface water channeled through a series of unmaintained ditches that flow into an interceptor ditch that eventually drains at the end of Jack's Road.
 - The ditches and related drainage/topographic elements do not represent natural features and are a product of historical site works followed by a lack of maintenance or improvements.
- **Biophysical Analysis**
 - The site is dominated by shallow soils and deciduous shrubs and saplings, as well as many invasives. There is no identified or observed critical habitat or species of significance on site (plant or wildlife).
 - The low points and wet areas are a product of historic development, including Highway 19 and Warc Road, not natural habitat formations.

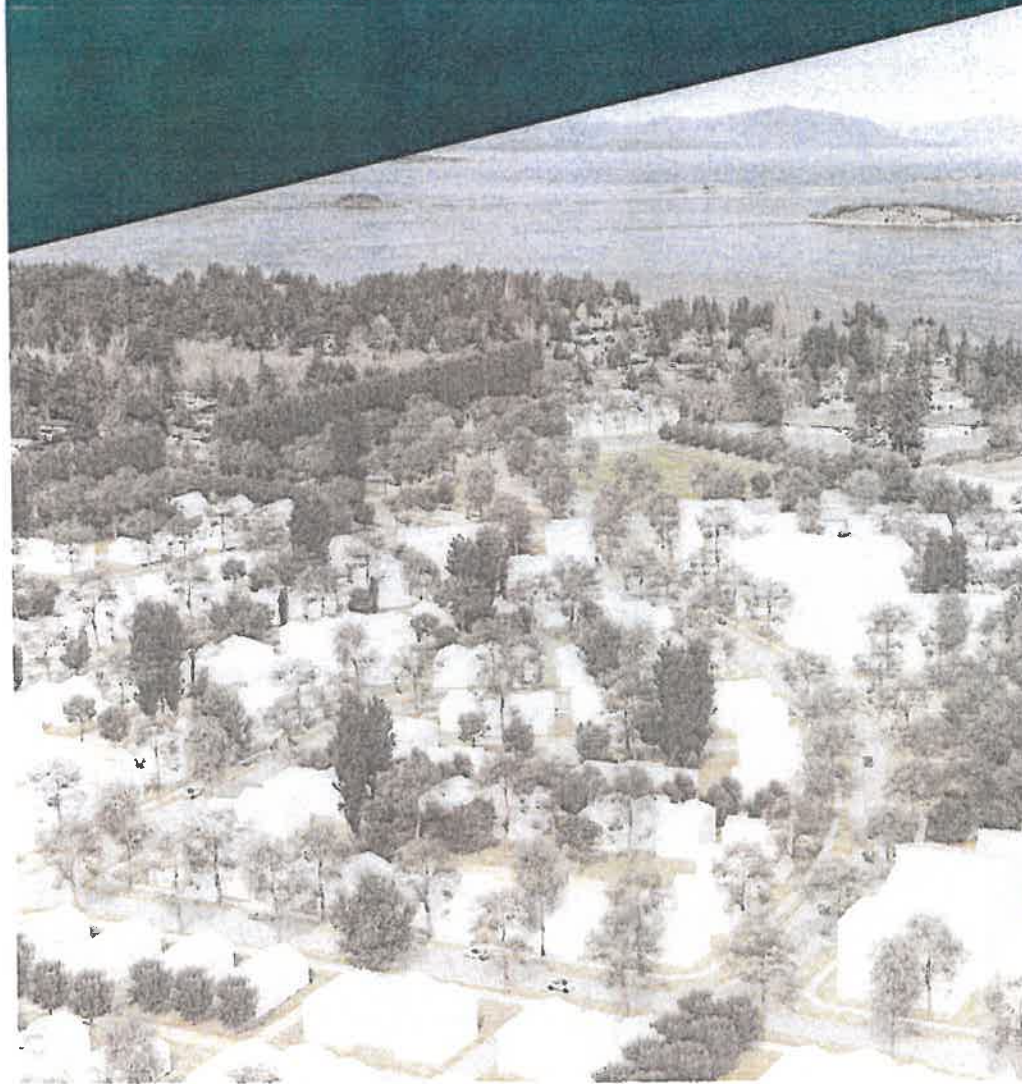




▀ Terrain Analysis

- The site is a gently sloping site (more at the south end) with a northern aspect and lowlands at the north end. There are no significant terrain features.
- The above slope map shows the lack of steep slopes (dark areas, such as around Bloods Creek and towards the oceanfront). Clearly visible features are existing drainage ditches and unimproved access points.

2. VISION & CONCEPT PLAN



2.1 VISION & POLICY ALIGNMENT

OVERVIEW

This Special Area Plan has been developed to directly respond to both the overarching community goals from the OCP and the more specific OCP policies for the relevant Special Plan Areas, as well as provide a strong rationale for the density proposed. Below is a review of the relevant policies and directions from the OCP, which are directly addressed in this plan.

OCP: SPA DIRECTIONS

The District's OCP provides policy direction and a vision for the Village South Special Plan Area, which the majority of the subject properties are designated, and the Village Primary Commercial Core Special Plan Area, which a portion of the subject properties are designated (along Lantzville Road).

In summary, the OCP policies encourage “uses and densities that strengthen the vitality of the Village, provide housing for singles, families, and seniors, improve pedestrian mobility, and enhance the viability of public transit and other services.”

More specifically, the following land use directions are provided:

Village South SPA

- In the northeast, consideration for a mix of uses, including commercial, residential, small scale seniors housing, mixed use, institutional, recreational, educational, and live-work
- Everywhere else, support for multi-unit, single-unit, and seniors supportive housing
- High quality pedestrian environments and enhanced pedestrian mobility
- Treed buffers (min 15m) to existing residential neighbourhoods and the Island Highway
- Integrated stormwater management
- A variety of housing types and unit sizes - the SPA must not be dominated by a single housing type
- A limited number of high quality apartments
- Uses and residential densities that strengthen the vitality of the village
- Density numbers are not intended to replace the rezoning and site design process.
- Park and trail network to connect residential areas with the commercial core and to connect Ware Road, Harby Road East, Rossiter Avenue, and the lane extension of Lynn Drive
- Target of 30% total green space, open space, and public parks (target 22% public parks)
- Natural park area south of the existing school playing fields



Village Primary Commercial Core SPA

- Commercial uses on the ground floor
- High quality pedestrian environments and enhanced pedestrian mobility
- Vegetated buffers to existing residential neighbourhoods
- Integrated stormwater management
- A variety of housing types and unit sizes
- Uses and residential densities that strengthen the vitality of the village
- Residential density is to be considered by Council on a case-by-case basis

The plan responds directly to each of the above SPA directions and policies from the OCP, focusing on the creation of [c] a vibrant village core and adjacent mixed residential neighbourhood, [b] pedestrian-friendly streets, and [c] an integrated trail and green space network. See Section 5.1 for a breakdown of the responses to each SPA policy.



Retail shops and village vibrancy supported by sufficient residential densities nearby



Multifamily building and maintaining a 'forested backdrop' for the neighbourhood

OCP: COMMUNITY GOALS

In addition to the specific SPA policies, the OCP also provides several high-level community goals that the proposal seeks to satisfy. These include:

A. Protect the Natural Environment

- The plan creates a compact village, which helps to both avoid sprawl and increased pressure on existing neighbourhoods.
- The plan also takes a site-adaptive approach that integrates site conditions and green infrastructure.

B. Strengthen the Village Commercial Core

- The plan provides a compact land use pattern and urban street network which, among other benefits, creates a walkable village with calmed traffic and more on-street parking.
- The plan also provides densification and diversification of housing in the core, increasing local business viability and municipal revenues.

C. Preserve Community Character

- The growth provided alleviates development pressure on existing low-density neighbourhoods as well as agricultural/natural/resource lands.
- The OCP recognizes the necessary differences in village lands versus non-village lands and that these differences can be complementary and synergistic.

D. Provide Housing Choices

- The plan provides a variety of housing types that support a vibrant, viable village core; provide attainable housing options; and provide unit sizes and tenures for residents across their lifespan.
- Suburban development patterns cannot support successful village development nor provide a variety of housing options.

E. Manage Steady and Sustainable Development of Infill Neighbourhoods

- The Village SPA areas are the top priority infill area suggested in the OCP; and the plan represents a context-sensitive and sustainable neighbourhood design that reflects the policies and goals of the OCP.

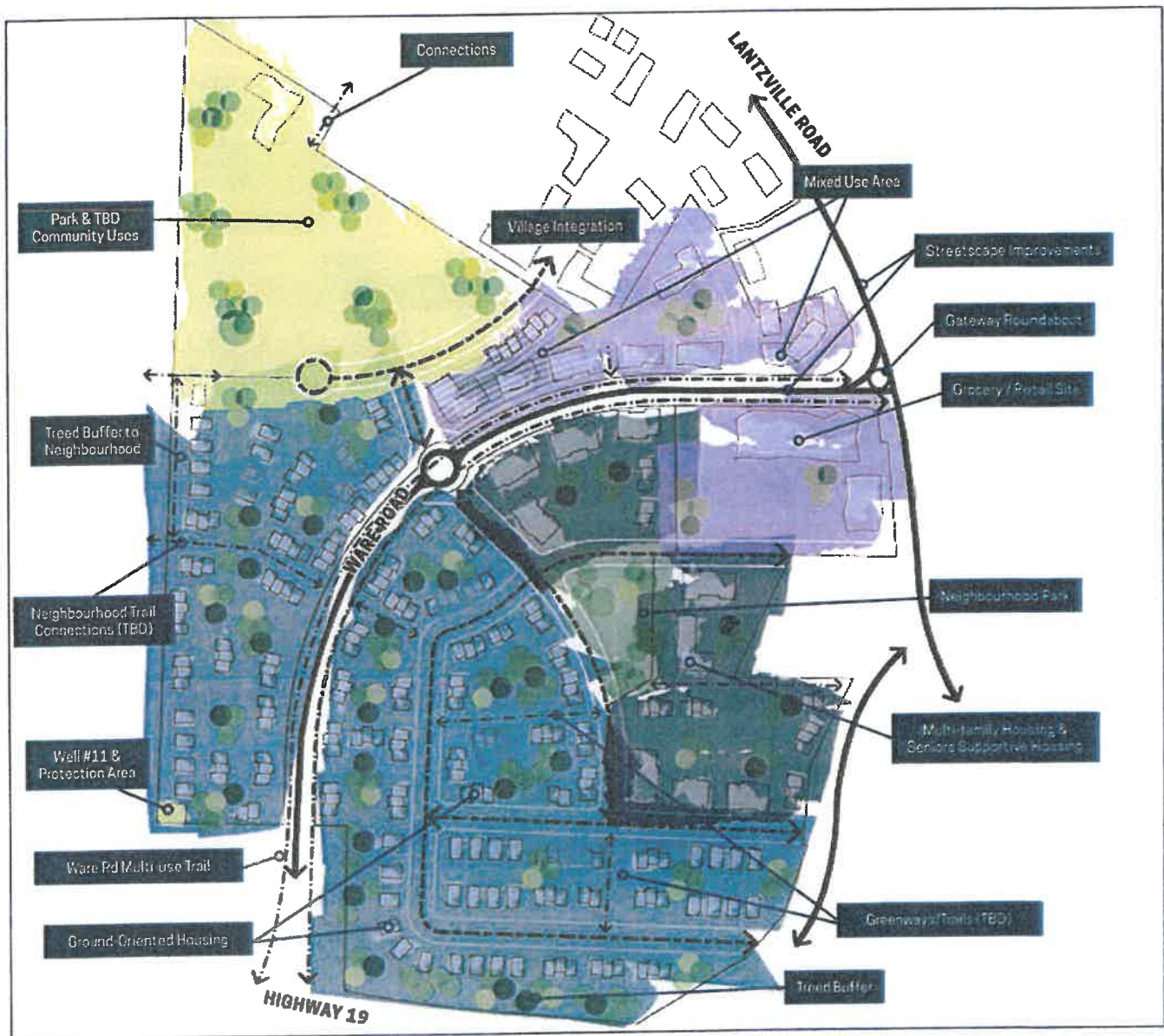
F. Develop Community Infrastructure

- The plan includes the development and extension of water and sanitary infrastructure to adequately service these sites and future development; and the proposed land use pattern and streetscapes offer a cost-effective use of new infrastructure
- Streetscape improvements will be constructed on Ware, Lantzville, and Wiles Roads, consistent with the Village Commercial Core Improvement Plan along the frontage of the subject properties.
- Additionally, two roundabouts will be constructed on Ware Road - at Lantzville Road and further west.

G. Improve Road, Pedestrian, and Bicycle Mobility

- The plan includes [a] traffic-calmed and pedestrian-friendly streets with narrow travel lanes, sidewalks, and landscape buffers; [b] pedestrian trail connections within and to/from the sites; and [c] a multi-use path connection (or separated bike lanes and sidewalks) along Ware Road, from the Island Highway to Lantzville Road.

2.2 CONCEPT PLAN



PLAN OVERVIEW

The development concept envisions [a] a walkable and vibrant mixed use and multifamily core close to Lantzville Road; [b] a range of ground-oriented housing along green, traffic-calmed streets; [c] a large Community Services and Park area adjacent to the school and existing play fields for TBD community uses and public park areas; [d] treed buffers and trail connections to existing neighbourhoods and the Island Highway; [e] a new mixed use site (planned grocery store) on the corner of Lantzville and Ware Roads; [f] a network of TBD multi-use trails and greenways that enhance connectivity, provide gathering spaces and play

areas, and facilitate improved stormwater management; and [g] streetscape improvements along Ware Road, Lantzville Road, and Wiles Road.

The zoning accommodates a variety of housing types - single-unit housing, cluster housing, townhouses and rowhouses, seniors supportive housing, and multifamily apartments. This provides a much-needed variety of housing types, lot sizes, and housing choices as prioritized in OCP and SPA objectives and policies (See Section 3.1 Zoning).

CONCEPT ILLUSTRATIONS

The following images further illustrate the proposed concept for the site. While still conceptual in nature, these drawings are generally consistent with the proposed zoning regulations and future design directions.



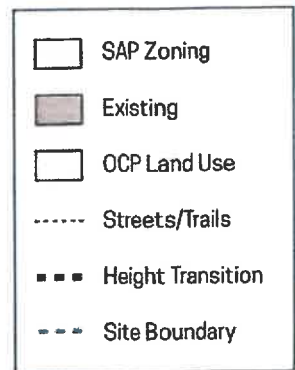
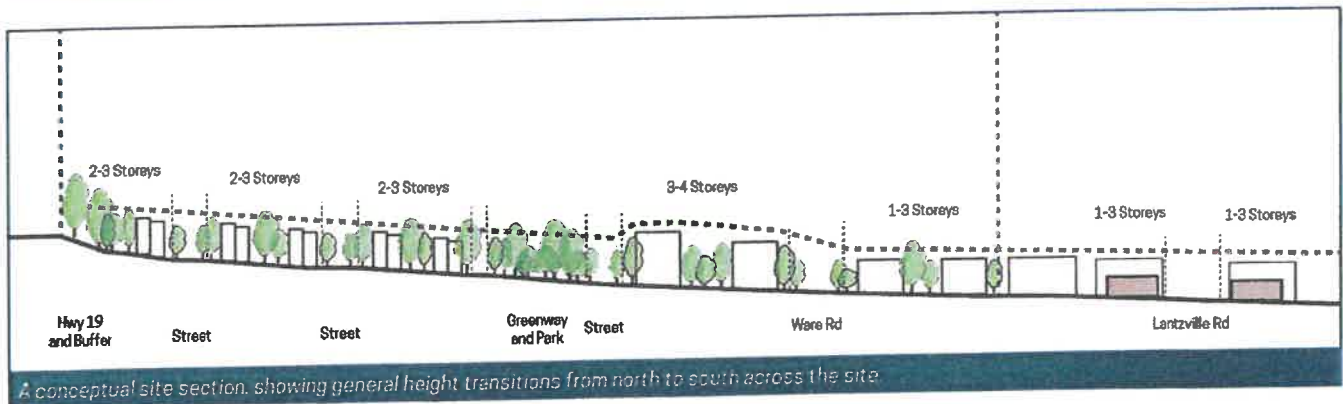
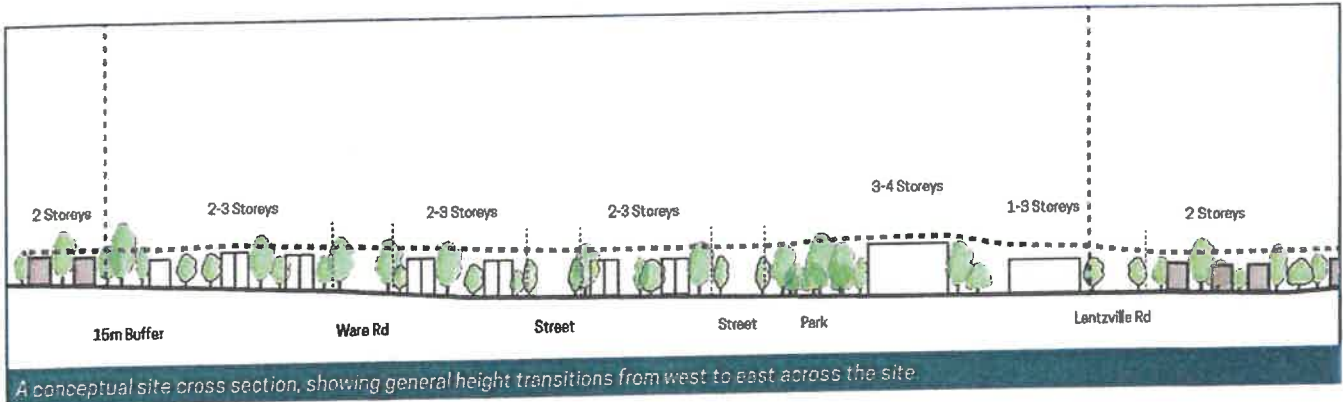
Street Scenes



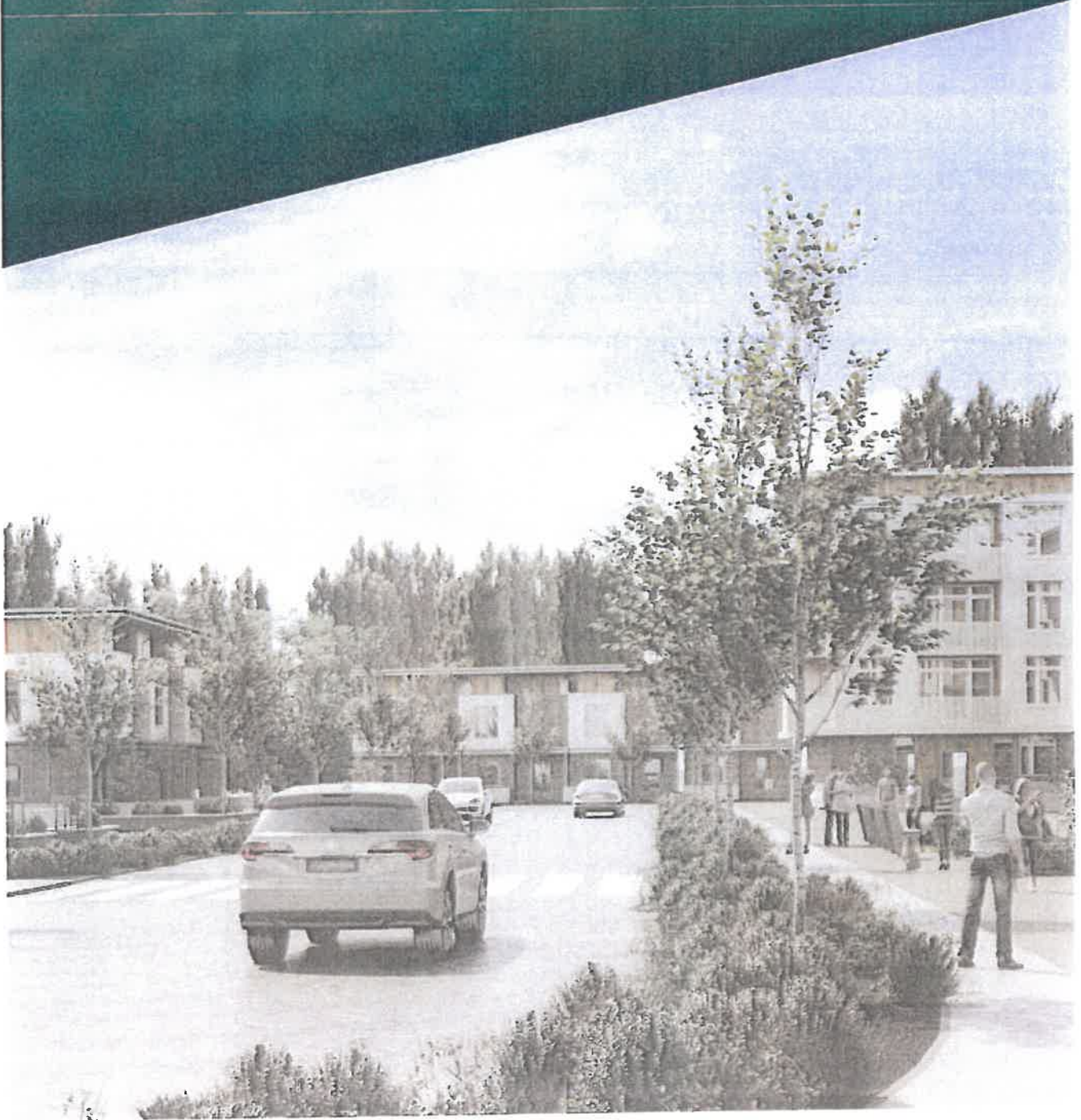
Height Context & Transitions

The site plan and zoning provide a sensitive height transition to adjacent single family homes, existing commercial buildings, and future village redevelopment. The below conceptual diagrams illustrate the context and transition of heights, from west to east and from north to south.

The sections are meant to be typical or representative (rather than specific) locations.



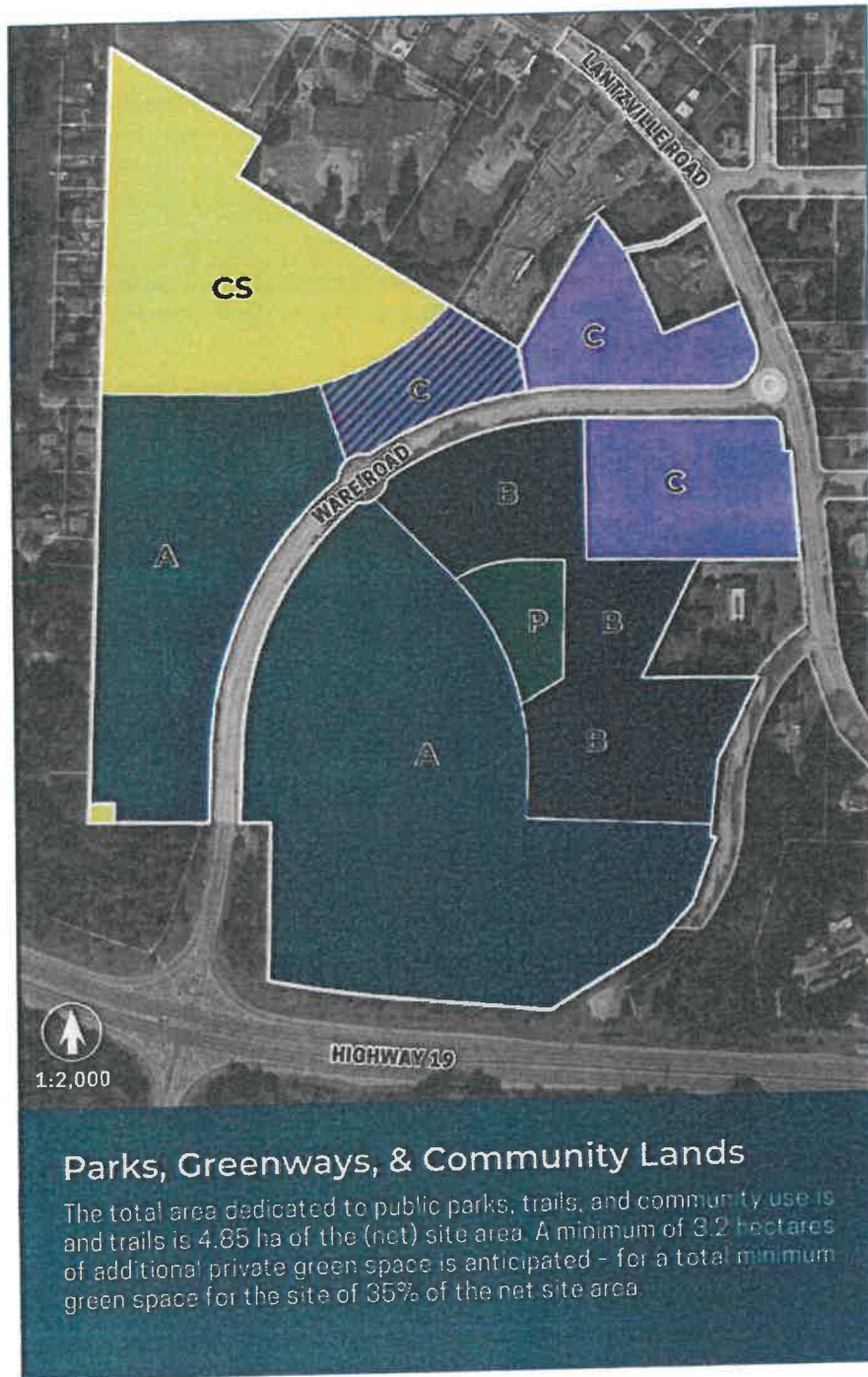
3. DEVELOPMENT PLAN



3.1 ZONING

The map and associated table, below, provide key details of the proposed site-specific Special Area Plan zoning for these sites.

ZONING MAP



	A - Ground-Oriented Housing
	B - Multi-Family Housing
	C - Mixed Use
	C - Mixed Use (Transition)
	CS - Community Services
	P - Park
	--- Conceptual Road & Trail Layout

Area Calculations

Total gross site area: 23.27 hectares (includes land area that will be dedicated to the District on Ware and Lantzville Roads, and new roads).

Area calculations below are approximate "gross" values and include future internal road areas as well as the Public Trails & Greenways.

A - Ground-Oriented	11.69 ha
B - Multi-Family	3.59 ha
C - Mixed Use	3.76 ha
CS - Community Services	3.74 ha
P - Park	0.55 ha
Public Trails & Greenways (locations TBD)	0.72 ha

VISUALIZING THE ZONES

To better visualize what is envisioned in each zone, this gallery offers precedent images taken from other successful neighbourhoods and represents the "types of things" that could be expected.

AREA A: GROUND-ORIENTED HOUSING (SINGLE-UNIT & CLUSTER HOUSING)



Cluster housing with individual homes




Single unit home on smaller lot




Single-unit home without parking in the front yard


AREA A: GROUND-ORIENTED HOUSING (TOWNHOMES)



Townhouse cluster along a public sidewalk



Townhouse cluster with internal pedestrian pathways



Townhouses with semi-private front yard spaces

AREA B: MULTI-FAMILY HOUSING



Multi-family with abundant green landscaping



Multi-family fronting public sidewalk



Small-scale multifamily building

AREA C: MIXED-USE COMMERCIAL



Main street with 3-storey mixed use buildings



Modern, small scale mixed use buildings with active retail on the ground floor



Main street with 3-storey mixed use buildings

AREA C: RETAIL / COMMERCIAL



Grocery store with high quality pedestrian realm



Retail/commercial building on main street corner



Retail building with high quality street frontage

PARKS & OPEN SPACE



Community park with trails, playground, and landscaping



Community park and greenway with multi-use path and playground with abundant tree plantings



Greenway trail through a residential area

3.2 TRANSPORTATION PLAN

NEIGHBOURHOOD CONNECTIVITY DIAGRAM



The transportation network includes [a] streetscape improvements on Ware, Lantzville, and Wiles Roads (frontage); [b] two new roundabouts (at Ware/Lantzville and further west on Lantzville Road); [c] new pedestrian-friendly streets throughout the site; [d] extensive neighbourhood trails/greenways; [e] trail connections to adjacent neighbourhoods; and [f] new potential transit routes and stops (see Transit Map on the following page).

The network of sidewalks and trails was designed to [a] facilitate walking and cycling to/from and within the village area and [b] create recreational walking routes for residents in Lantzville.

Note: The final location of future new roads, trails, and greenways are to be determined at the time of Development Permit. The locations shown are indicative only.

NEIGHBOURHOOD TRANSIT MAP



The Neighbourhood Transit Map shows the existing and potential future public transit network in the Village South Area. Future routes and stop locations will be determined with RDN Transit in response to future service expansion and route redesign. The illustrated stops and route extensions are indicative only but show convenient walking distance to the village, new community spaces (e.g., parks, play fields), and new residences.

The transit network is integrated with the connectivity plan (previous page), providing future residents and visitors walking and alternative mobility connections (e.g., cycling, rolling) throughout the area and directly to (future) transit stops.

Note: The final location of future new roads, trails, and greenways are to be determined at the time of Development Permit. The locations shown are indicative only.

GETTING AROUND

Implementation of the Transportation Plan for the area will include the following:

- All new streets will include sidewalks on both sides and the use of street width will prioritize pedestrian mobility and safety over vehicular efficiency.
- A separated multi-use trail or bike lanes and sidewalks will be provided on both sides of Ware Road.
- Pedestrian, alternative, and active mobility will be prioritized through:
 - The connectivity of sidewalks, trails, and green spaces.
 - The connectivity of public transit and alternative mobility (e.g., walking, cycling, rolling) through universal access sidewalks and trails and the strategic location of transit stops.
- Up to 4 new illuminated type 2 transit shelters within or adjacent to the site will be developed.
- A minimum of one concrete bus pad on Ware Road will be created to serve a future transit stop (to be determined location).

STREET CONCEPTS

The proposed street designs for the project are focused on creating slow, family-friendly, and walkable streets – not thoroughfares or neighbourhood short-cuts. All internal streets will feature the following:

- Sidewalks on both sides of the street and bike lanes on both sides of Ware Road;
- Street trees throughout, providing a multitude of benefits;
- Traffic calming via narrower travel lanes (except Ware Road), on-street parking, street trees, and curb extensions / bulbouts; and,
- Integrated stormwater management via rain gardens – in bulbouts and landscape buffer areas.

The diagrams on pages 24-26 offer conceptual street designs.

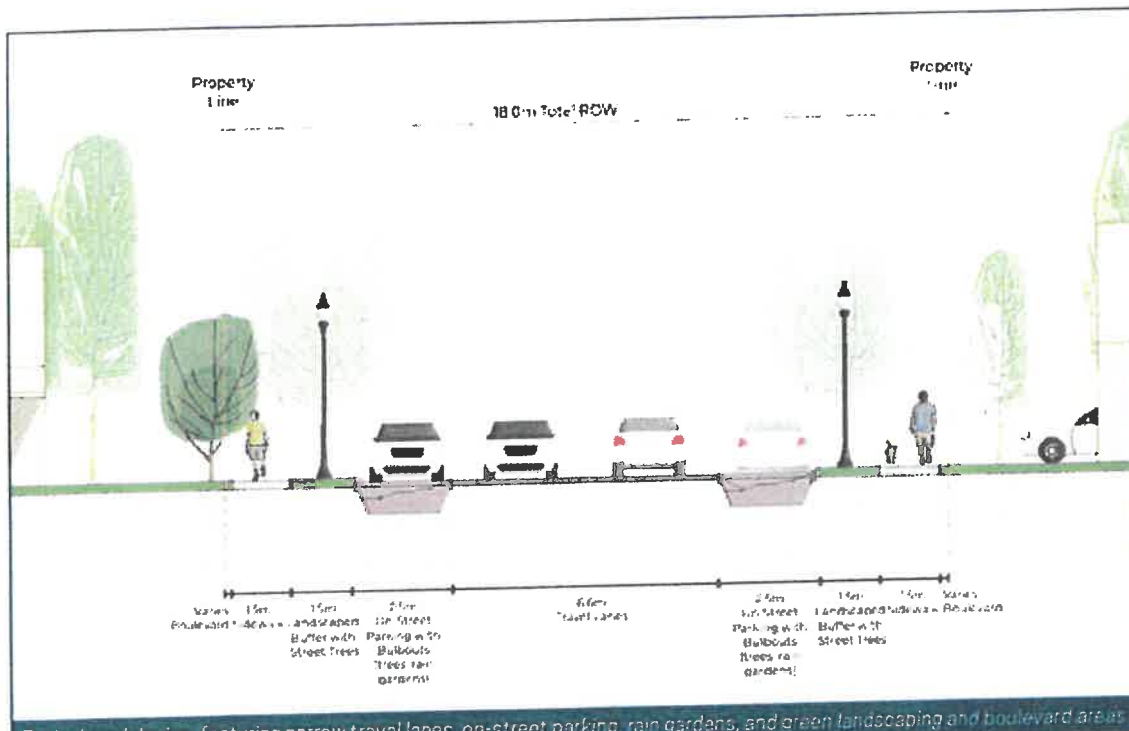
PUBLIC TRAILS/GREENWAYS

The trail and greenway network for the project is focused on creating multi-functional neighbourhood connections. All trails will [a] enhance pedestrian, cycling, and “rolling” (e.g., wheelchairs, walkers, strollers) connectivity and [b] provide tree canopy cover and urban habitat.

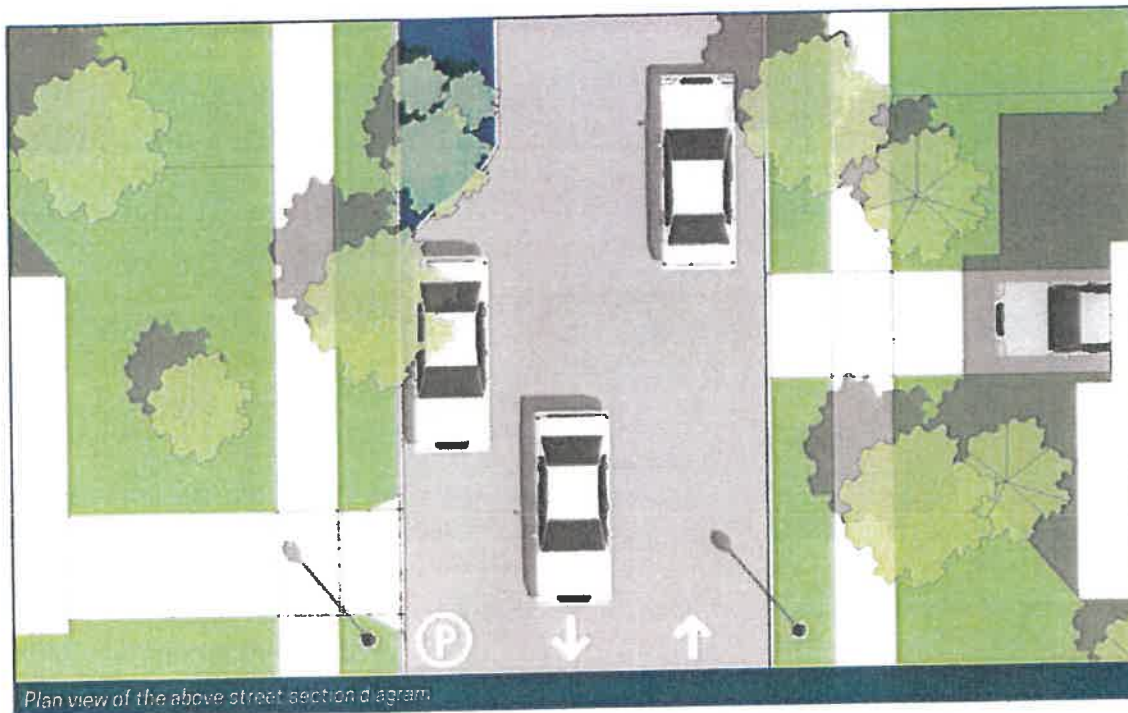
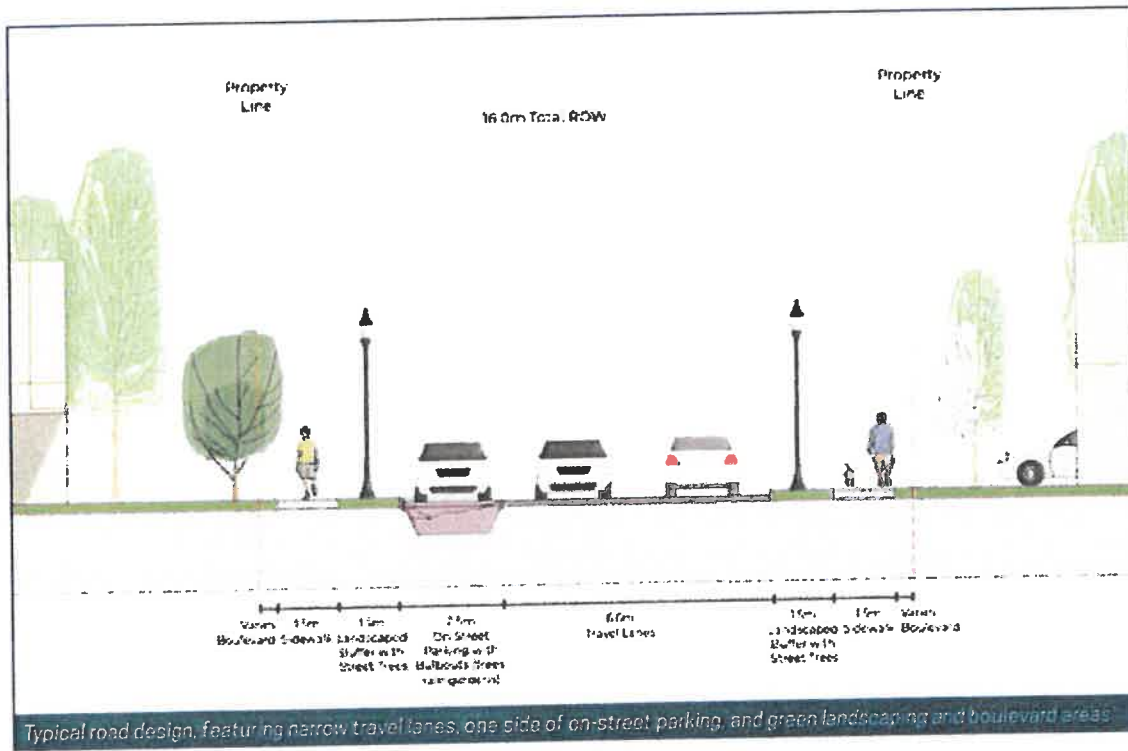
Further directions and concept designs for trails and greenway can be found in the next subsection 3.3.



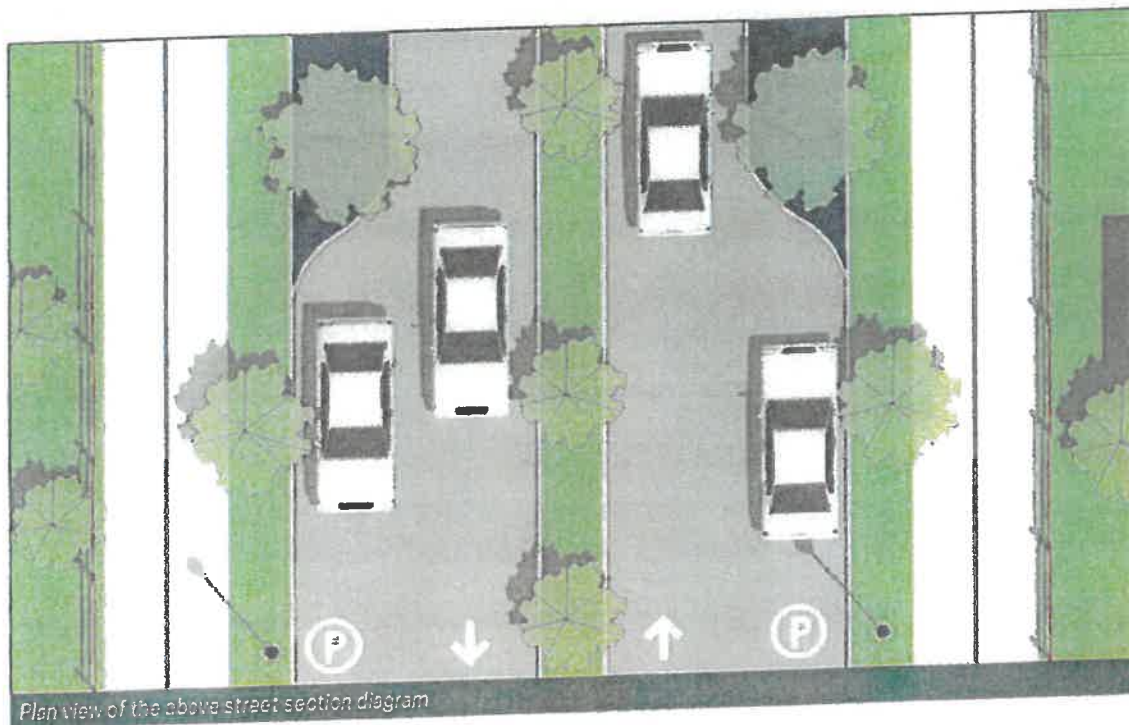
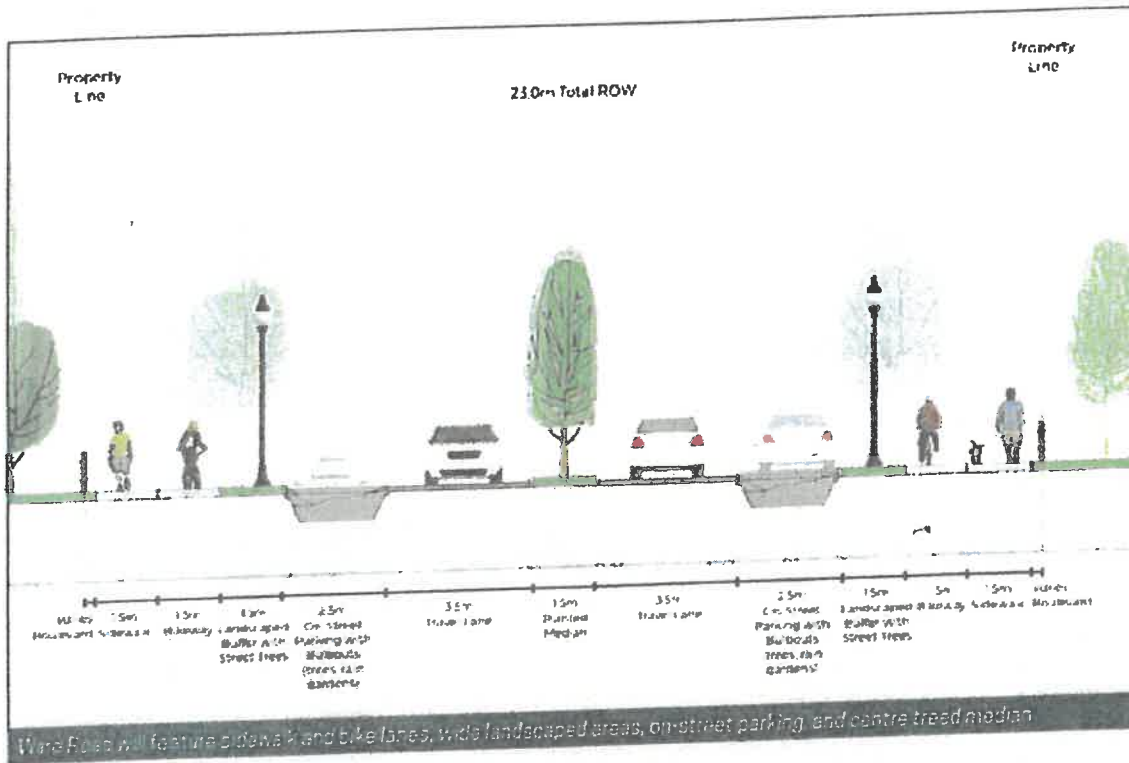
Local Street (Mixed Use): Concept Design



Local Street (Residential): Concept Design



Ware Road: Concept Design



3.3 OPEN SPACE PLAN


APPROACH

The Open Space Plan for the site is based on four primary goals:


1. Gathering Places & Play Spaces
Provide high quality community gathering places, including opportunities for passive and active recreation.

An illustration showing a central gathering area with a playground structure, surrounded by trees and people walking. Red arrows point from the surrounding areas towards the central gathering space.


2. Connection to Nature
Provide abundant green space and treed areas throughout the site, including naturalized and landscaped open spaces on public and private lands.

An illustration showing a wide, open green space with scattered trees and people walking. Red arrows indicate movement and connection across the space.

3. Sensitive Transitions
Provide treed landscape buffers between existing single-family neighbourhoods and the site.

An illustration showing a dense treed landscape acting as a buffer between two existing single-family neighborhoods. Red arrows point from the neighborhoods towards the buffer.

4. Walkable Connectivity
Provide a comprehensive active transportation network of sidewalks, trails, and greenways to serve transportation and recreational needs.

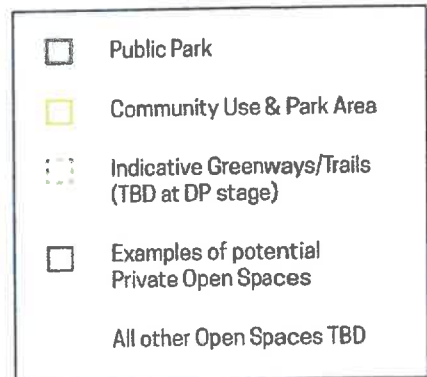
An illustration showing a network of sidewalks, trails, and greenways connecting different parts of the site. Red arrows indicate the flow of movement along these paths.

OPEN SPACE NETWORK PLAN



The Open Space network includes a variety of active and passive recreational amenities, as well as trails designed to [a] facilitate walking and cycling to/from and within the wider village area and [b] create recreational walking routes in the neighbourhood.

The network includes [a] a large Community Services and Park area with potential for passive (e.g., seating, pathways) and active (e.g., playground, sport courts, play fields) recreation features; [b] a Neighbourhood Park in the centre of the site; [c] landscaped buffers to the residential homes to the west and to the highway; [d] extensive neighbourhood trails/greenways, including connections to adjacent streets and mid-block connections to enhance pedestrian mobility (final locations TBD at time of Development Permit); and [f] active transportation connections to adjacent neighbourhoods. The proponent is providing funds to the District for future improvements in the Community Services and Park area.

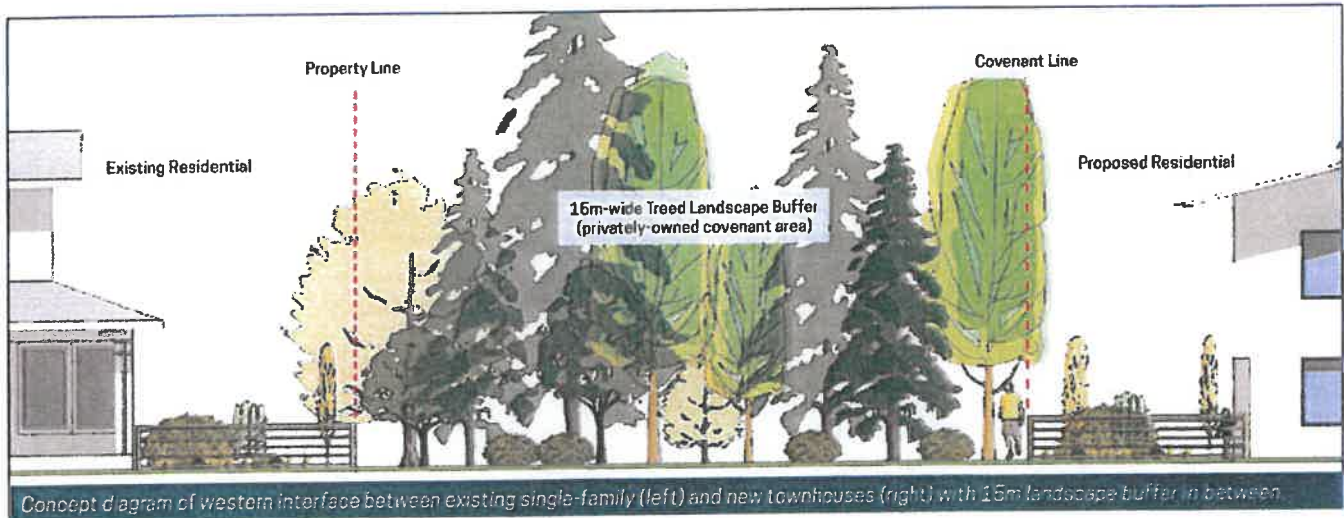


OPEN SPACE CONCEPT DESIGNS

This subsection provides concept designs for key open space features, including neighbourhood buffers, a public greenway/trail, and the central public park space.

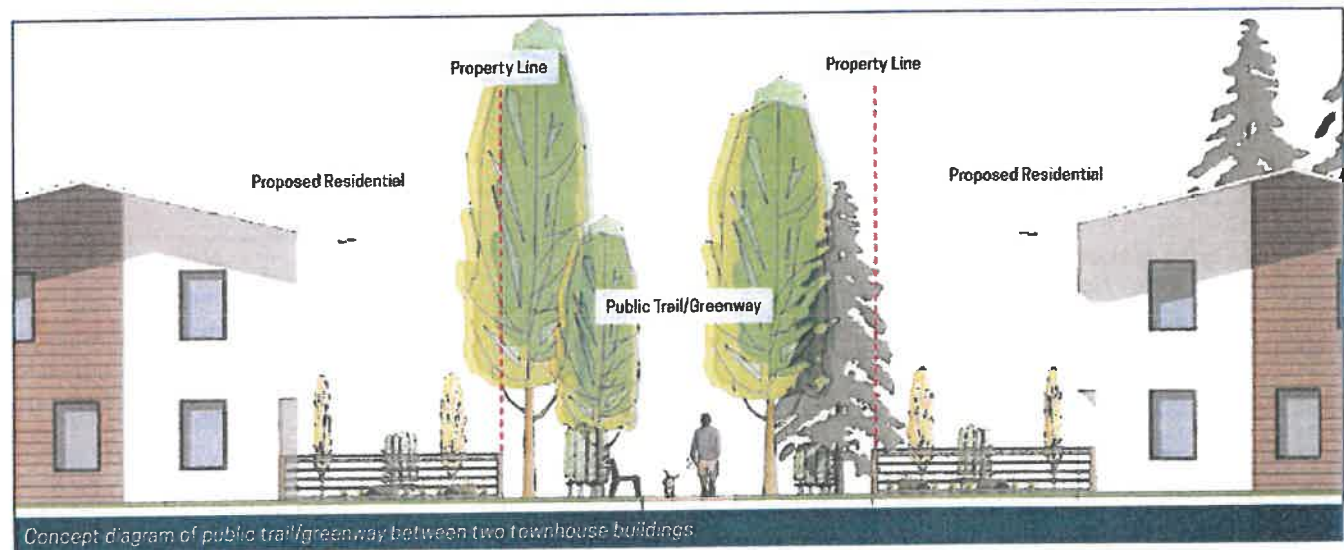
Landscape Buffer Concept

At the west and south boundaries of the site, a min. 15m landscape buffer (privately-owned covenant area) is proposed between new development and existing homes (or highway).



Public Trail/Greenway Concept

The proposal includes a number of public trails and greenways through the site, often functioning as mid-block walking/cycling connections.



VISUALIZING PUBLIC SPACES

Public spaces are envisioned as pedestrian friendly and green network of active transportation connections and community gathering places. The gallery below provides examples of these new public spaces.

PEDESTRIAN-FRIENDLY & GREEN STREETS



Village street with wide sidewalks, active retail frontage, street trees, and rain gardens

Street in a lower density area with sidewalks, street trees, and on-street parking

Street in a multi-family area with sidewalk, street trees, and landscaping in the front setback

TRAILS & GREENWAYS




Two trail connections meeting within a large townhouse development

A pedestrian connection within a private development

A narrow trail and wider community greenway intersect on a multi-family site

PARKS & OPEN SPACES



A community park with central gathering space

A community park with large play space and walking trails

Active recreational opportunities in a community park, such as pickleball

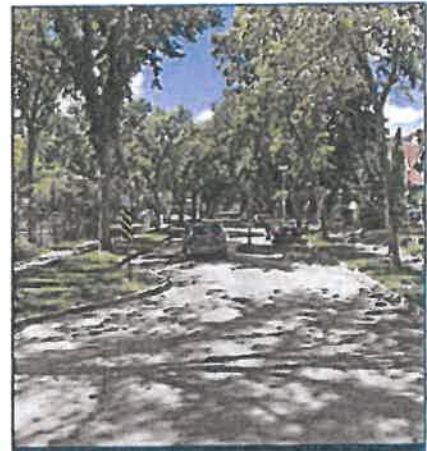
URBAN FOREST & INVASIVE SPECIES

Tree Planting & Urban Forest

The District will seek to enhance the urban forest in the village by following the strategies, which should supplement relevant current and future District bylaws.

Strategies

- A. Proposed trees should have access to the following minimum soil volumes:
- Large-canopied trees: 15m³
 - Medium-canopied trees: 12m³
 - Small-canopied trees: 8m³
- B. Street trees will be planted along all improved streets in the subject area according to the following guidelines:
- Select large full-canopied trees where possible.
 - Space trees as follows:
 - Large-canopied trees: 10-12m apart
 - Medium-canopied trees: 6-10 m apart
 - Small-canopied trees: 6 m apart
 - Install min. 450mm depth of soil in boulevards and show that proposed trees will have access to sufficient soil volumes (see guidelines above).
 - Minimum boulevard width is to be 1.5m to allow for planting of boulevard trees, with increased width in areas of boulevard rain gardens.
 - Tree species to be native or adaptive non-native tree species selected by a registered Landscape Architect.
- C. Plant trees in public parks and open spaces.
- Prioritize municipal budgets to plant and maintain trees in public spaces.
 - Plant large full-canopied trees where possible.
 - Minimize impervious surfaces and provide a minimum of 20% of the site area in soft landscaping with deep soils.



A residential street with mature trees



A new development with street trees

Invasive Species Management

This site is characterized by previously-disturbed lands with limited on-going maintenance and management. Due to the disturbed and isolated nature of the site, most of the site works will pose minimal impacts on the surrounding landscape or existing ecological values. That said, invasive species management will be conducted during project development according to Best Management Practices and overseen by a qualified professional.

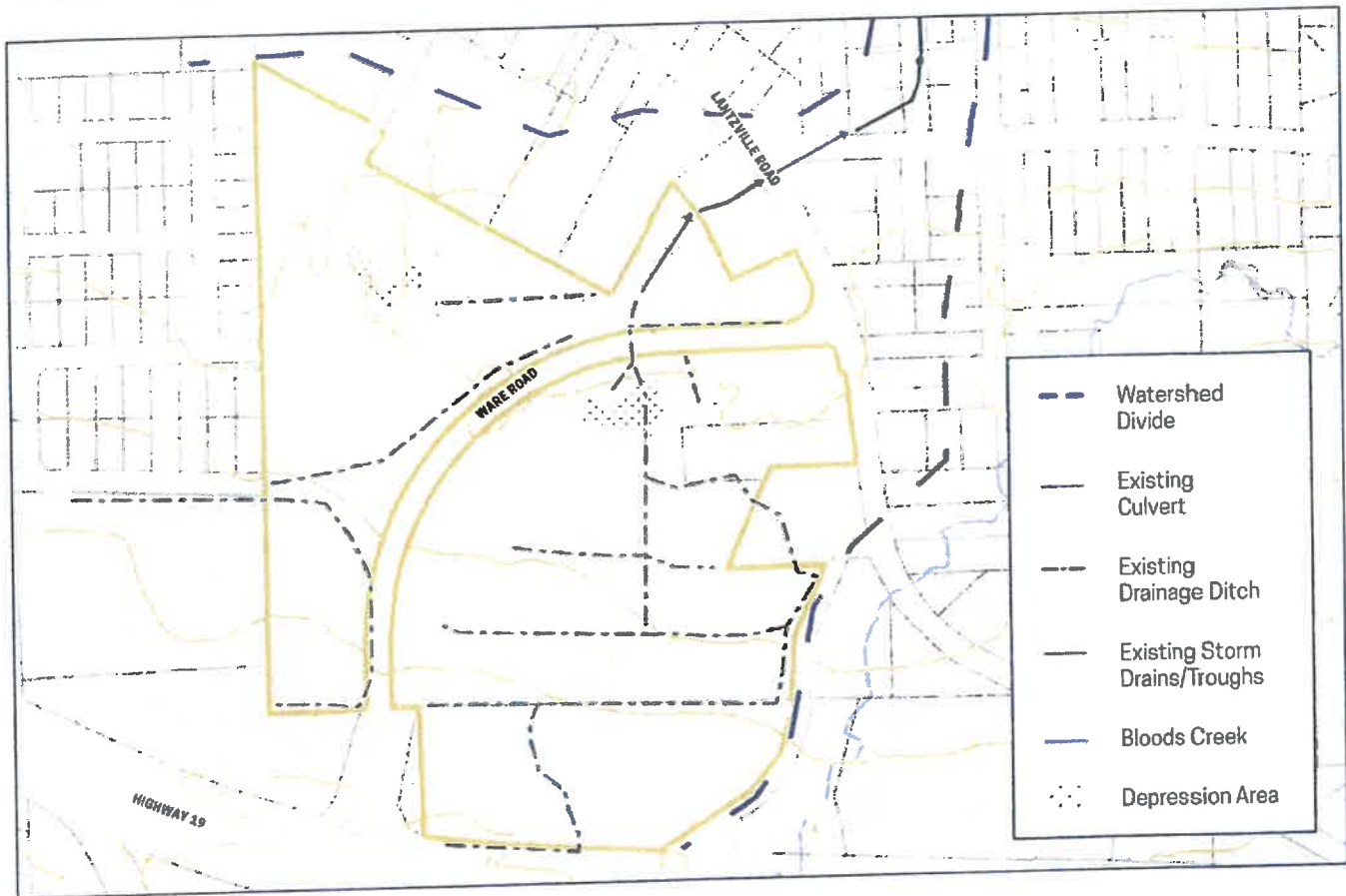
Two key reference documents for relevant species removal are:

Controlling Invasive Plants on your property-5th Ed. 2017. District of Saanich. <https://www.saanich.ca/assets/Community/Documents/Environment/Invasive%20Plants%20Booklet%202015%20web.pdf>

Controlling Invasive Plants: Information and Process Package, City of Nanaimo. https://www.nanaimo.ca/docs/services/home-and-property/invasive_plants.pdf

3.4 STORMWATER MANAGEMENT PLAN

EXISTING CONDITIONS



Site Watershed

The site is located within the Nanoose to South Wellington Watershed and is part of a sub watershed that drains north into the Salish Sea. The watershed extends south and crosses the Island Highway. Significant runoff flows onto the site from the Harby Road ditch. There are several depression areas (see existing drainage plan on the right) that are ephemerally wet. The lower watershed (north of the Lantzville Road) is comprised of mostly single unit homes and a few commercial properties.

Existing Site Drainage

The site is divided into two main drainage areas by Ware Road. Rainwater that falls on the north and east side of Ware Road flows via several rough ditches and collects in a depression area adjacent to Ware Road. Water is conveyed via a culvert under Ware Road from which it flows in a ditch towards Lantzville Road. On the south and west sides of Ware Road, water in the lower area drains to a depression south of the school. The south part of this sub-catchment area and runoff from Harby Road flow in a ditch. Water from both areas flow to the east and converge with the runoff from the north/east drainage areas. Water flows in a ditch/slough to a culvert on Lantzville Road near the intersection of Caillet Road. From there it flows in a series of storm drains and concrete troughs before discharging to the ocean at the end of Jacks Road.

It is important to note that the ditches and related drainage elements do not represent natural features and are a product of historical site works followed by a lack of maintenance or improvements.

APPROACH

A stormwater management plan (SWMP) was developed in collaboration between Newcastle Engineering and Murdoch De Greeff Landscape Architects. The SWMP focuses on applying key source control best practices and on meeting the stormwater regulations of the District's Subdivision and Development Works and Services Bylaw.: The SWMP seeks to:

- A. Ensure post-development stormwater quantity and quality will be maintained to pre-development conditions;
- B. Retain natural water flows on the land as long as possible; and
- C. Maximize clean runoff to receiving waterbodies using biofiltration measures.

The SWMP will achieve this through:

- A. **Infrastructure Improvements** – upgraded piped storm sewer infrastructure to handle overflows from the site-based facilities and to accept and convey drainage from upstream tributary areas.
- B. **Parks, Plazas, and Greenways** – maximizing soft landscaping and utilizing absorbent landscaping and rain gardens.
- C. **On street Strategies** – rain gardens integrated throughout and sized according to the impervious surface of each roadway;
- D. **Private Land** – minimizing impervious surfaces, shared detention and filtration features (e.g., large rain gardens, swales), and other solutions;

The following subsection details the implementation strategy for the SWMP within the Village South Special Plan Area.



IMPLEMENTATION

Infrastructure Improvements

Strategy

The developer will complete the following drainage works within and downstream of the subject properties:

- A. Construction of a piped drainage system from the intersection of Lantzville and Caillet Roads along Caillet Road to Jacks Road and along Jacks Road to the ocean.
- B. Reconstruction of a portion of the existing storm sewer at the west end of Caillet Road to lower its elevation sufficiently to accept drainage from the lowest areas of the subject properties and to allow for possible future construction of underground parking structures drained by gravity.
- C. Construction of a piped storm sewer system in Lantzville and Ware Roads to serve the proposed development and to accept and convey drainage from upstream tributary areas.

See the Preliminary Servicing Study (September 2, 2021) prepared by Newcastle Engineering for more details.

Parks, Plazas, & Greenways

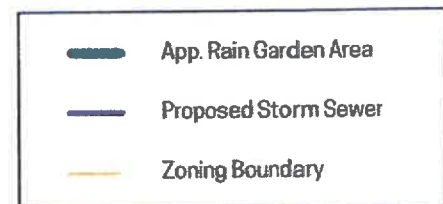
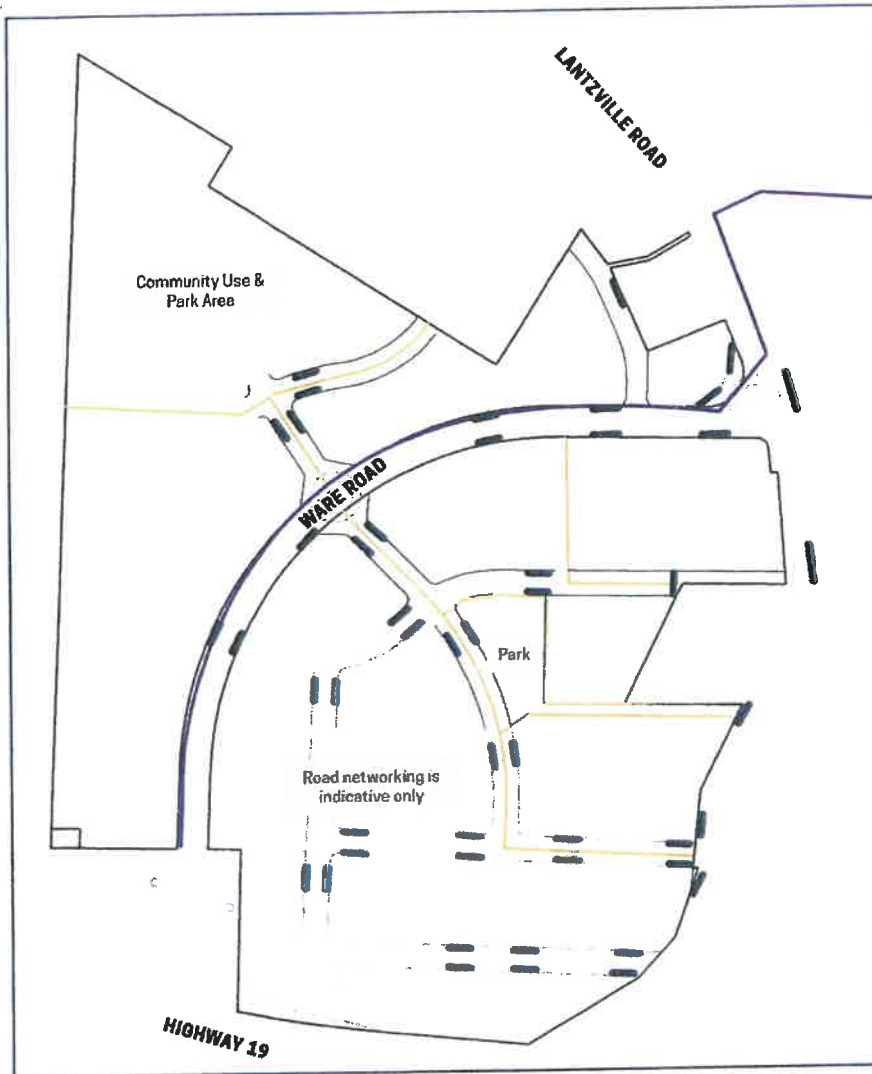
Strategy

All new parks, plazas, and greenways will be designed with sufficient capacity to meet the storm water requirements of the District's Subdivision and Development Works and Services Bylaw. Solutions include:

- A. Maximize the use soft landscaping areas with deep soils as absorbent landscape.
- B. Direct runoff from pathways and small paved surfaces to absorbent landscape.



The term 'catchment area' refers to the total up-slope impervious surface area that drains to a known collection point, such as a catch basin or rain garden.



On Streets

Strategy

Ware Road and all new roads (final locations TBD) will incorporate rain gardens of sufficient capacity to meet the storm water requirements of the District's Subdivision and Development Works and Services Bylaw.

- A general guideline for this site is that rain gardens should be sized to app. 6-8% of the impervious area of the catchment area, if designed with minimum 600mm growing medium depth, high growing medium infiltration rates and minimum 150mm flood depth.
- Rain garden designs to be prepared by appropriately qualified professional.
- Prioritize municipal budgets to maintain boulevard rain gardens.
- Design rain gardens with an underdrain and overflow drain sized to convey large storm events.

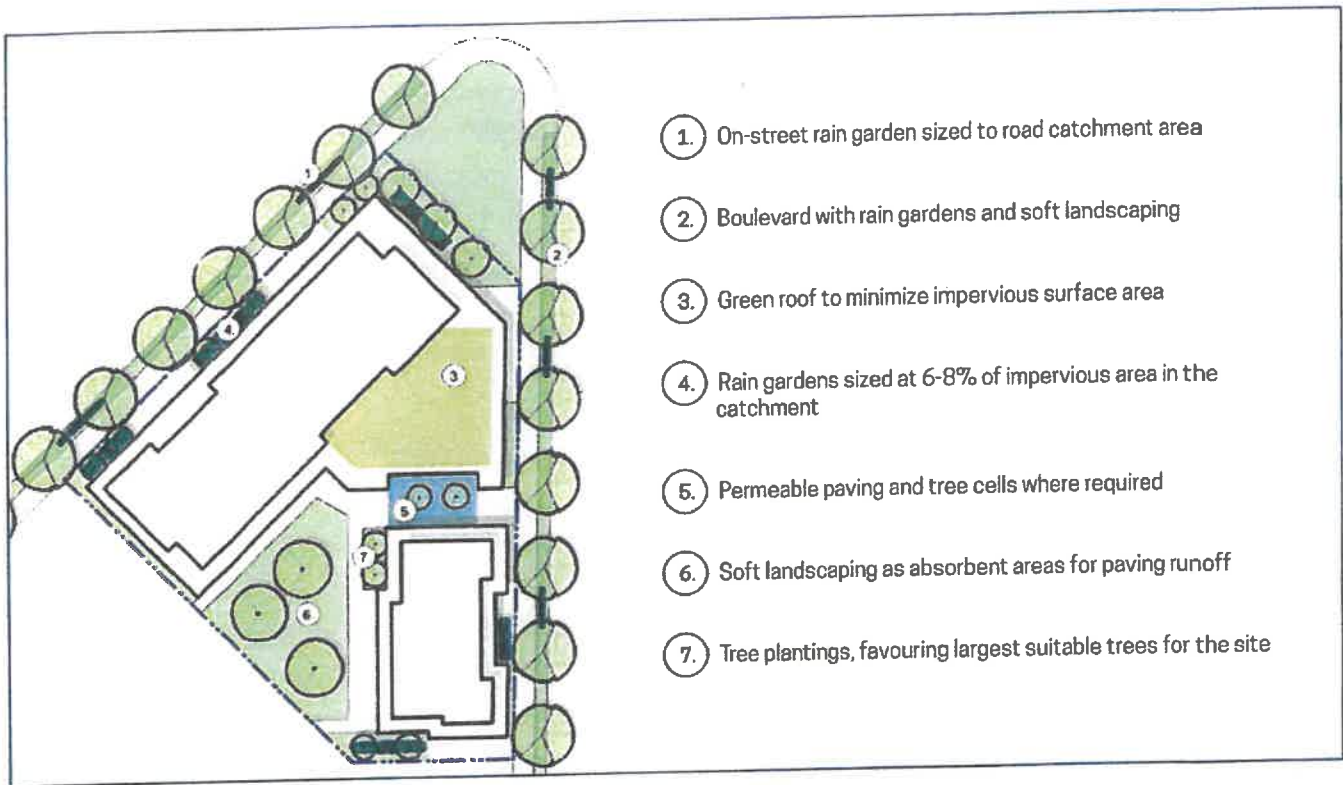
Concept Plan

The adjacent plan conceptually shows the space needed to meet District requirements to store / treat road runoff.

An integrated stormwater approach is shown, which directs rainwater runoff to rain gardens distributed throughout the site. This approach fits rainwater management into boulevard space and curb bulbouts (in parking lanes), which conserves land, creates more green space, separates pedestrians from cars, and helps calm traffic.

The road side rain gardens can be designed with sediment sumps and low maintenance plantings to assist with maintenance requirements.

See page 38 for further details on rain gardens.



Private Land

Strategy

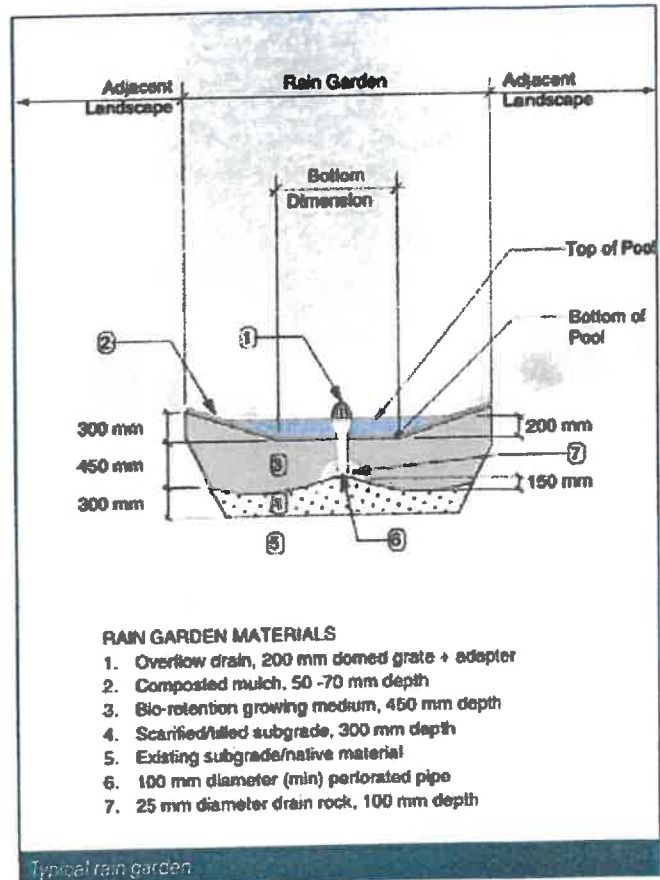
A combination of landscape-based best management practices will be required at the Building Permit stage, designed with sufficient capacity to meet the storm water requirements of the District's Subdivision and Development Works and Services Bylaw. Potential solutions include:

- A. Minimizing impervious surfaces.
- B. Utilizing rain gardens to meet the District's stormwater requirements.
 - A general guideline for success is that rain gardens should make up app. 6-8% of the impervious area in the catchment (site) area,
- C. Using permeable paving where rain gardens are not possible (or use in combination with the above, where appropriate).

Conceptual Plan

The adjacent plan conceptually shows a number of strategies to meet storm water requirements on private land.

Rain gardens are a cost-effective solution that can be designed on a site-by-site basis. Permeable pavement can also be used to reduce pollution load and runoff from driveway surfaces.



RAIN GARDENS

Below, you will find examples of rain gardens integrated into private development (“on site”) and into the public streetscape (“on street”).

ON SITE



Permeable path and infiltration swale

ON STREET



On-street rain garden flows



Rain garden between buildings



Curb bulbout with rain garden



Rain garden on commercial frontage



Rain garden in landscape buffer

Overview

Swales and rain gardens form essential parts of an integrated storm water system. They control the flow of storm water around a site, attenuate flows, remove pollutants, increase infiltration, and capture debris.

Rain garden designs are to be prepared by appropriately qualified professional and designed with an underdrain and overflow drain sized to convey large storm events.

Maintenance

These areas are considered to be **Class 3 Moderate Area** requiring regularly scheduled weeding, debris removal, and thorough inspections to identify damage or deterioration in the system. Inspections will determine when other maintenance activities such as repair, pruning, or irrigation may be required.

Level 3 Moderate Maintenance

Objective: To present a neat, moderately groomed appearance with tolerance for wear and tear from moderate traffic.

Maintenance Practices: Routine maintenance at a moderate frequency and intensity. Regularly monitor for deterioration and to determine maintenance priorities. Some tasks require a Qualified professional.

Maintenance of Bioretention Facilities

Swales and rain gardens function best when they are planted, and much of their regular maintenance involves activities that are typical of areas planted with perennials. Common maintenance activities for perennial plantings include fertilizing, mulching, planting, pruning, repairing, transplanting, watering, and weed control. In addition to the maintenance requirement of the plantings themselves, the following maintenance activities should be performed regularly to ensure their long-term performance:

- **EACH VISIT:** Inspect all drain inlets, outlets, fore-bays and catchment areas for debris/damage/excessive sediment.
- **EROSION REPAIR:** identify and address the cause of erosion.
- **SEDIMENT REMOVAL:** remove sediment and debris from drain inlets.
- **CLEAN INLETS / OUTLETS:** remove all debris from drain inlets and outlets.
- **CAMERA UNDERDRAIN:** Inspect underdrains to ensure continued function.
- **CLEAN CATCH BASIN:** Remove silt and debris to maintain catch basin capacity.

3.5 SERVICING & INFRASTRUCTURE

SITE SERVICING

Sanitary Sewer

The development area is within the District's existing sanitary sewer catchment area. There are existing sanitary mains in Ware (300/375 diameter) and Lantzville (200/375 diameter) Roads, which are sized to accommodate the full build-out of the proposal. The developer will construct new sewer mains and lines throughout the development, on private property and on new public roads.

Please, refer to the full servicing report by Newcastle Engineering, including a diagram of the existing District sanitary sewer system.

Water

There are existing water mains in Ware and Lantzville Roads (250 diameter and 200 diameter respectively), which are sized to accommodate the full build-out of the proposal. The developer will construct new watermains within the new internal road network.

Well 11 will be connected to the District of Lantzville water system at the Developer's cost and a suitably-sized parcel will be dedicated to the District in order to supplement the District of Lantzville water supply.

Please, refer to the full servicing report by Newcastle Engineering, including a diagram of the existing District water system.

Storm Sewer

The developer will construct significant improvements to the existing storm sewer system – through the subject properties, in Ware and Lantzville Roads, and downstream along Caillet and Jacks Roads to a new outfall on the foreshore at the bottom of Jacks Road. The new storm sewers will be designed to convey post-development flows from the upstream tributary area.

Please, refer to the full servicing report by Newcastle Engineering, including a diagram of the proposed storm sewer works. Also, see Section 3.4 for the stormwater management plan.

Geotechnical

Geotechnical findings from Lewkowich Engineering Associates Ltd. confirm that the lands are considered safe for the use intended. Some unfavourable (soft clay) areas and a higher water table were identified challenges; however, recommendations have been provided to safely support development in these areas.

Please, refer to the geotechnical report from Lewkowich Engineering Associates Ltd.

Roads

Both sites presently have public road access.

The developer will [a] construct frontage/streetscape improvements to Ware, Lantzville, and Wiles Roads; [b] construct intersection improvements at Ware/Lantzville Road, including a new roundabout; and [c] construct a new internal road network, to be determined at the time of Development Permit.

Please, refer to the impact summary in Section 4.2 and the full Traffic Impact Assessment by Watt Consulting Group.

3.6 URBAN DESIGN

DEVELOPMENT PERMITS

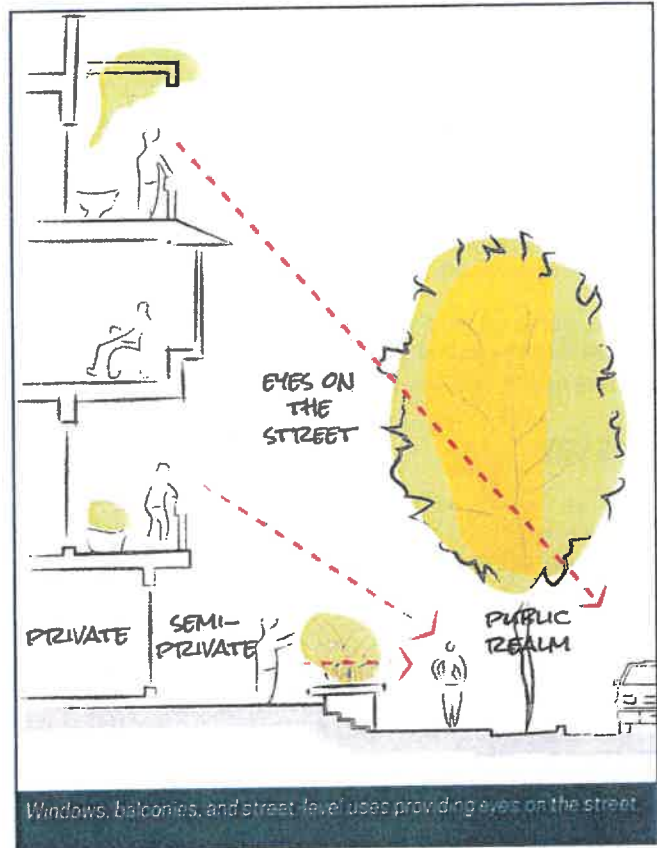
The District's DPA 8 Village Form & Character will apply to the plan area at the Development Permit stage. Therefore, these guidelines look to "fill the gaps" between the other contents of this application and the provisions of DPA 8 in the OCP.

- Notwithstanding the above, a Building Scheme will replace the need for a Development Permit for Intensive Residential within the subject properties.

ADDITIONAL DESIGN GUIDELINES

Building Design & Materials

- A. Generally design buildings in a contemporary West Coast style, with a focus on materials that are durable, high-quality, and consistent in their application, while avoiding a 'thin veneer' look and feel.
- B. Orient primary building facades and entries to the fronting street or open space to create street edge definition and activity.
- C. Use architectural and landscape features to create well-defined, clearly visible, and universally accessible primary building entrances.
- D. Break up the perceived mass of large buildings by incorporating visual breaks in facades
- E. Design all multi-family, commercial, and mixed-use buildings to have transparent frontages to promote "eyes on the street", using strategies such as:
 - Having continuous commercial and retail uses with windows and primary entrances facing the street;
 - Having ground-oriented residential units with windows and primary entrances facing the street; and,
 - Locating and designing windows, balconies, and primary building facades to promote activity and natural surveillance of the street.
- F. Avoid blank walls at grade wherever possible.



For Commercial and Mixed Use Buildings:

- G. On commercial frontages, incorporate frequent entrances (every 15m maximum) to create punctuation and rhythm along the street, visual interest, and support pedestrian activity.
- H. On retail frontage, site and set back buildings to create a minimum 3m sidewalk and permit opportunities for patio space and small plazas
- I. Site buildings using a common 'build to' line at or near the front property line so that a continuous street frontage is maintained. Some variation (1-3m maximum) can be accommodated in ground level set backs to support pedestrian and retail activity by, for example, incorporating a recessed entryway, small entry plaza, or sidewalk cafe.
- J. Incorporate frequent entrances into commercial street frontages to create punctuation and rhythm along the street, visual interest, and support pedestrian activity

For Multifamily Buildings:

- K. Set back residential buildings on the ground floor between 3-5m from the property line to create a semi-private entry or transition zone to individual units and to allow for an elevated front entryway or raised patio.
 - A height of 0.4-1.2m (e.g., 2-6 steps) is desired for front entryways.
- L. Incorporate individual entrances to ground floor units accessible from the fronting street or public open spaces.
- M. Design facades to articulate individual ground-oriented units (e.g., townhomes) as architectural intervals, using strategies such as recessing or projecting facades or using entrance or roofline features).



Parking, Services, & Driveways

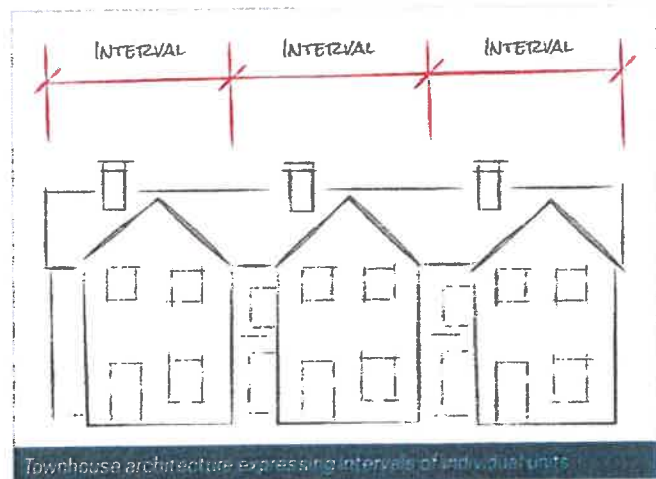
- A. Ensure the provision of adequate servicing, vehicle access, and parking while minimizing negative impacts on the safety and attractiveness of the public realm by, for example, accessing parking via a secondary street.
- B. Locate off-street parking and other 'back-of-house' uses (such as loading, garbage collection, utilities, and parking access) away from public view.
- C. Ensure utility areas are clearly identified at the development permit stage and are located to not unnecessarily impact public or common open spaces.
- D. Driveway cuts on the public street should be minimized to preserve landscaping and on-street parking.

For multifamily, mixed use, and commercial projects:

- E. Accommodate off-street parking in one of the following ways, in order of preference:
 - Underground;
 - Parking in half-storey (where it is able to be accommodated to not negatively impact the street frontage);
 - Garages or at-grade parking integrated into the building (located at the rear of the building); and
 - Surface parking in the rear, with access from the lane or secondary street wherever possible.
- F. In cases where publicly visible parking is unavoidable, screen using strategies such as:
 - Landscaping;
 - Trellises;
 - Grillwork with climbing vines; or
 - Other attractive screening with some visual permeability.

For Townhouses and other ground-oriented building typologies:

- G. Rear-access garage or integrated tuck under parking is preferred, in general.
- H. Centralized parking areas that eliminate the need to integrate parking into individual units are supported.
- I. Front garages and driveway parking are acceptable in townhouses facing internal strata roads, with the following considerations:
 - Architecturally integrate the parking into the building and provide weather protection to building entries; and
 - Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the facade.



Site Planning & Landscaping

- A. Incorporate easy-to-maintain traffic calming features, such as on-street parking bays and curb extensions, textured materials, and crosswalks.
- B. Design attractive, engaging, and functional on-site open spaces with high quality, durable, and contemporary materials, colors, lighting, furniture, and signage.
- C. Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.
- D. Design internal strata roadways to serve as additional shared space (e.g., vehicle access, pedestrian access, open space) using strategies such as:
 - High-quality pavement materials (e.g., permeable pavers); and
 - Providing usable spaces for sitting, gathering and playing.
- E. Use landscaping materials that soften development and enhance the public realm.
- F. Plant native and/or drought tolerant trees and plants suitable for the local climate.
- G. Select trees for long-term durability, climate and soil suitability, and compatibility with the site's specific urban conditions
- H. Design front yards to primarily consist of soft landscaping (lawns, trees, shrubs, gardens). Where practical, no more than 40% of the front yard will be covered by hard surfaces.
- I. In addition to street trees, to provide shade and unify the neighborhood, at least one tree per ground-oriented dwelling unit front should be provided.



Drainage

- A. In addition to maximizing soft landscaping and permeable surfaces, each lot will utilize a combination of rain gardens, ponds, swales, and/or other drainage facilities to collect and convey stormwater from building roofs and other impervious surfaces.

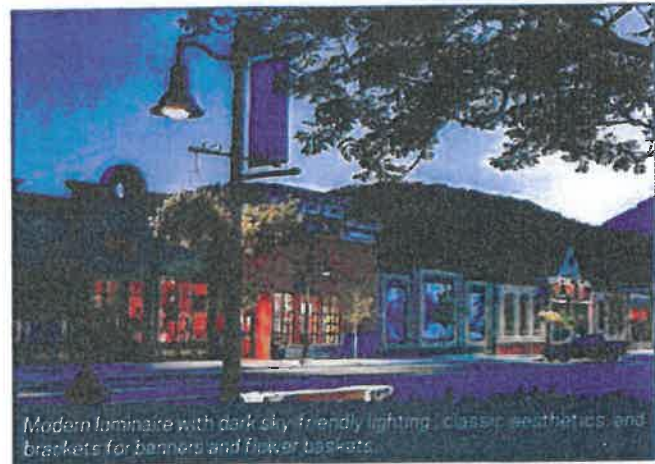
Lighting in Public Spaces

Decorative luminaires will be installed on all public streets and in public open spaces (e.g., parks, greenways, plazas) according to the following guidelines:

- B. Is black in colour and representative of a minimalist, classic (or modern heritage) aesthetic consistent with the adjacent images.
- A. Adheres to dark sky principles, including down lighting that is shielded or full cut-off with no up-lighting.
- B. LED lights for energy efficiency while ensuring a 'warm white' colour temperature (e.g., 2500K-3,500K).
- C. In all on-street locations, incorporates power outlets.
- D. On Ware Road adjacent to Mixed Use sites and on Lantzville Road,, incorporates pedestrian-level fixtures and banner mounting brackets.



On-site rain garden and drainage area



Modern luminaire with dark sky friendly lighting, classic aesthetics, and brackets for banners and flower baskets.



Dark sky lighting along a public greenway

3.7 GHG EMISSIONS REDUCTION PLAN

OVERVIEW

Transportation and the built environment both play a key role in helping communities transition towards a low carbon future.

The redevelopment of Lantzville village is an opportunity to not only create a compact, walkable area that reduces our reliance on automobiles and fossil fuels but also utilize high performance buildings and other sustainability strategies.

STRATEGIES

Lantzville Village GHG Emissions Reduction Plan is focused on achieving practical and meaningful climate action in the eight areas outlined below.

1. Village Commercial & Mixed Uses

In smaller communities in British Columbia the transportation sector is typically the largest emitter of GHG emissions as people travel in vehicles to shop, work or other daily activities. Creation of a vibrant village core with a variety of commercial and institutional uses will greatly reduce the need to travel to adjacent centres and thereby reduce GHG emissions. Surrounding the village core with a higher residential density will encourage people live and walk to

STRATEGY #1

- 1.1 Support for the village core and encouragement to buy and shop local in order to reduce GHG emissions from the transportation sector.

2. BC ENERGY STEP CODE

The Step Code is a province-wide performance standard requiring new buildings to attain higher energy performance by meeting set targets for the building envelope, mechanical system efficiency and airtightness. Energy modeling software and on-site air tightness testing is used to demonstrate Step Code compliance, indicating that the building meets the required performance level at the pre-construction stage as well as project completion.

The Province has signaled that the base BC Building Code will increment over the next three update cycles, to reach the top Steps of the code – a “net-zero energy ready” performance level – by 2032.

STRATEGY #2

- 2.1 Follow the BC Energy Step Code as the incremental steps are adopted by the District of Lantzville Building Department.



3. BIKE PARKING

Providing on-site bike parking in multi-unit residential projects promotes bicycling as an active transportation and low carbon alternative to the vehicle. The District has best practice minimum requirements for bike parking.

STRATEGY #3

3.1 Provide on-site bike parking at the rates described in the Zoning Bylaw.

4. ELECTRIC VEHICLE CHARGING

Electric Vehicles are becoming more prevalent across Canada, BC, and on Vancouver Island, and the Provincial government has adopted an EV mandate stating that by 2040 all cars and trucks sold in the province will be EVs. Most EV charging occurs at home, and access to 'at home' charging is a critical factor determining whether households will adopt an EV. Acknowledging this, the District has best practice minimum requirements for EV charging stations.

STRATEGY #4

5.1 Provide on-site EV charging at the rates described in the Zoning Bylaw.

5. CAR SHARING

Car sharing platforms provide access to a shared rather than a private fleet of automobiles distributed in the region. Participation in such services induces changes in mobility behaviour as well as vehicle ownership patterns that could have positive environmental impacts including GHG emission reduction. Additionally, car sharing may reduce the amount of parking required by new developments, increasing the amount of usable floor space.

STRATEGY #5

7.1 Provide opportunities for car sharing, especially in mid-rise buildings



Bike racks outside of a mixed-use building



Car share cars adjacent to a large employer

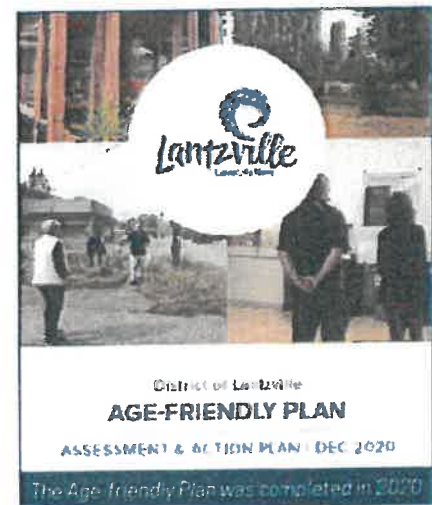
3.8 AGE-FRIENDLY PLANNING

AGE-FRIENDLY LANTZVILLE

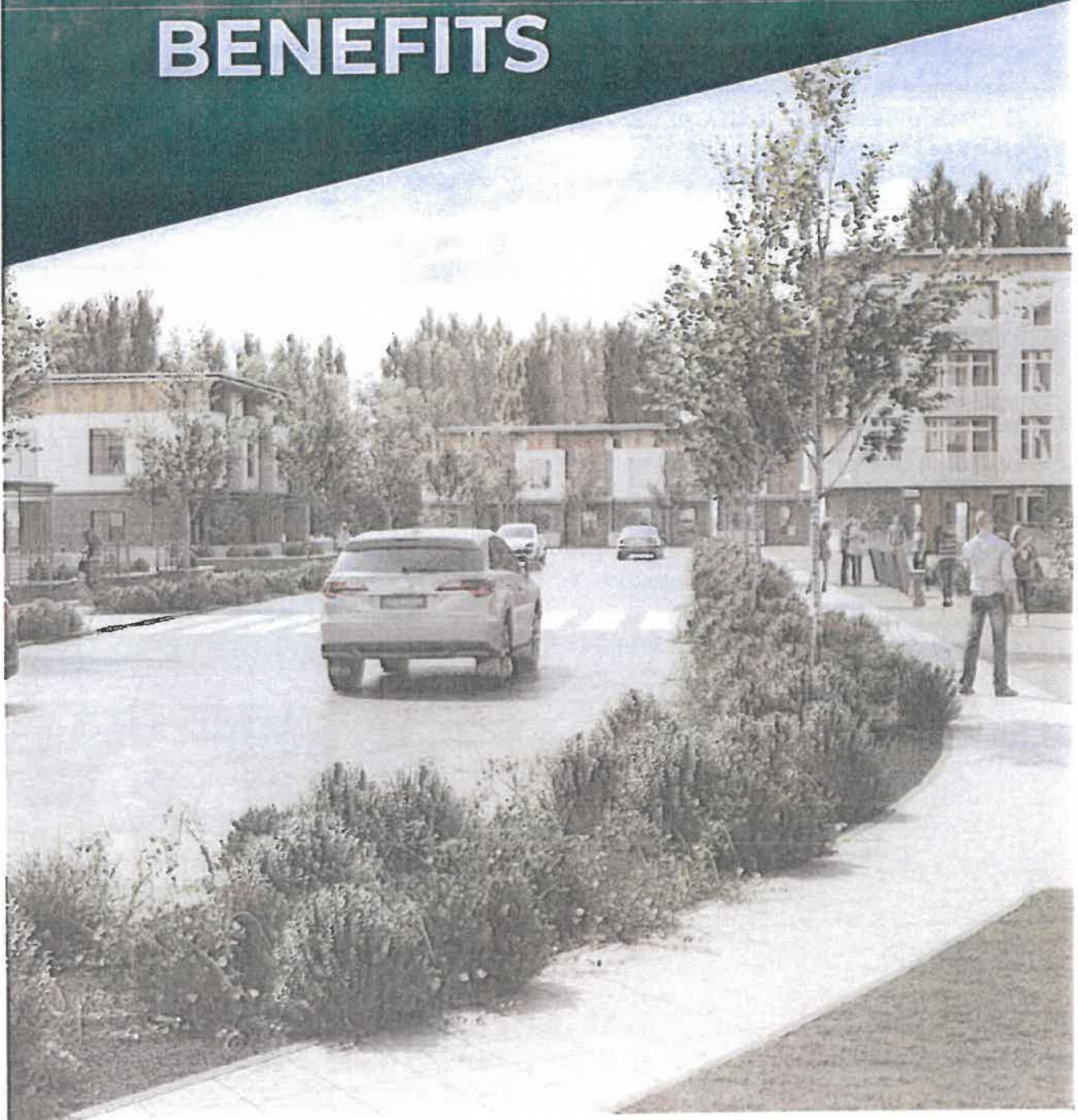
In 2020, the District developed an Age-friendly Plan, which included a list of strategies for the District of Lantzville to pursue, alone and in collaboration with the community and other partners.

The Village South SAP satisfies a number of the objectives of the Age-friendly Plan, including:

- A. Improve the accessibility of and amenities in outdoor spaces in Lantzville.
 - New parks will be universally accessible and include amenities for all ages and abilities.
- B. Improve the accessibility of buildings in Lantzville.
 - New buildings will be meet current accessibility standards, which existing buildings in the village often lack.
- C. Encourage a safe and integrated network of roads, transit, bike routes and pedestrian realm, for people of all ages and abilities.
 - The transportation network includes a highly integrated network of accessible sidewalks, bike routes, and trails.
- D. Improve the accessibility and age-friendliness of transit.
 - New transit stops will be universally-accessible and more friendly to those with mobility challenges.
- E. Support more affordable, and accessible housing options for older adults in Lantzville.
 - A range of new housing options, including more attainable units, will be provided in the plan area.
- F. Improve the accessibility standards of housing in Lantzville.
 - New residential units will be meet current accessibility standards, which existing buildings in the village often lack, and include some adaptable units.



4. NEIGHBOURHOOD INTEGRATION & BENEFITS



4.1 RESPONSE TO NEIGHBOURHOOD

The subject properties offer a unique context and opportunity from which to design the expansion of an existing village core while also creating a complementary residential neighbourhood. The SAP strives to not only meet the policies of the OCP but also mitigate impacts on and strengthen integration with adjacent neighbourhoods.

KEYS TO INTEGRATION

A. Land Use & Density Transitions

- The plan is consistent with OCP direction for land uses and location of more intensive uses.
- Ground-oriented residential (e.g., townhouses, single-unit, cluster housing) have been located adjacent to the existing single-family neighbourhood to the west.
- More intensive residential, commercial, and mixed use buildings have been located adjacent to major roads or parcels within a Special Plan Area – and so with a comparable existing or future land use.

B. Landscape Buffers

- As directed in the OCP, a minimum 15m landscape buffer has been located at the western edge of the site, adjacent to existing single-family lots.
- Additionally, a minimum 15m landscape buffer has been located at the southern edge of the site, adjacent to the highway.

C. Green Spaces & Trail Network

- The plan includes an extensive trail network, within public parks and public rights-of-way, that creates strong active transportation connections to/from and across the site.
- A large community services and park area is provided on the west side of the site. This will provide opportunities as new community gathering places, including the potential for play spaces, seating areas, and areas for passive and active recreation, based upon future community input.
- A neighbourhood park is also provided in the centre of the site, providing a playground and park space within an easy walking distance of all residential units.
- An abundance of additional private green space will be provided throughout the site, complementing the 'green' aesthetic of Lantzville and its surroundings.

D. Street Trees, Landscaping, and Forested Backdrop

- The plan incorporates street trees for all of their multifaceted benefits, including beautification and integration of the natural environment. Moreover, over time, street trees, new greenways, landscaped buffers, large parks, and a focus on on-site landscaping will provide a strong link between the "forested backdrop" of the area and the development itself.

E. Traffic Calming

- Narrow travel lanes, on-street parking, street trees, shorter building setbacks, and curb bulbouts will all contribute to physically and perceptually calm traffic and lower speeds on new and existing roads.

F. Sidewalks and Neighbourhood Connections

- While using landscape buffers, park areas, and density transitions to soften the interface with single-family neighbourhoods, the plan also includes numerous trail connections to these areas, creating strong walking and cycling routes to/from the village for the wider community.
- Additionally, sidewalks will be provided throughout the site, improving pedestrian comfort and safety and providing options for transportation and recreation in the village area.



4.2 TRAFFIC IMPACTS

The following is an overview of key development impacts and benefits.

TRAFFIC & PARKING

As noted in previous sections, the proposal seeks to not only minimize potential traffic impacts but also benefit the pedestrian and cyclist environment in the immediate area. The proposed road network focuses on traffic calmed streets with narrow travel lanes and pedestrian connectivity and comfort – via sidewalks, street trees, trails, and greenways.

Watt Consulting Group (Transportation/Traffic) undertook a Traffic Impact Assessment (TIA) for the proposal. The TIA demonstrates that the long-term level of service (LOS) of key intersections – both in the village and at the Highway 19/Ware Road intersection – remain at an LOS D or better. Along Ware Road, two single-lane roundabouts are proposed (at Lantzville Road and Ware Road and at Ware and a new main access road); the TIA concludes that these intersections will remain at a Level-of-Service A (highest) for all movements in the long term.

The TIA includes four recommendations:

- Developer to install single lane roundabouts at Lantzville Road / Ware Road and Ware Road at the main site access.
- Developer to upgrade Ware Road and Lantzville Road along the site frontages to meet the standards set out in the District's bylaws, including a separated bike path or multi-use trail along the Ware Road site frontage.
- Developer to work with RDN Transit to identify future additional transit infrastructure in proximity to the development.
- Ensure internal roads are designed for the intended use of the road and not overbuilt.

The TIA also suggests that the District should consider:

- Reducing the speed limit on Lantzville Road reduced to 30km/h south of Wiles Road

The site design seeks to further minimize the impacts of parking on the pedestrian experience and public realm in the village. On-street parking will be surrounded by street trees and landscaped curb bulbouts; underground and under building parking will be utilized on multi-family and mixed use sites; and rear yard, screened, and tuck-under parking will be utilized on townhouse sites. All of these strategies will reduce the impacts of vehicles in the village and increase the aesthetic nature and 'green' feeling of the proposal.

4.3 BENEFITS & AMENITIES

PUBLIC AMENITY PACKAGE

Lantzville Projects Ltd. is seeking to help re-establish and re-invigorate Lantzville's village core through a vibrant mix of compact housing and mixed use / commercial development.

One of the major advantages of compact, sustainable land use patterns is the ability to provide more and higher quality public benefits, services, and amenities to more people within closer proximity.

The vision of the landowner for the site is consistent with that of the OCP - a desire to create a vibrant, livable village and residential neighbourhood with a mix of housing types, services, and amenities within walking distance, while providing significant public lands and green spaces.

Project Benefits

Benefits are positive indirect contributions that the proposal provides to the community as a whole as well as at the neighbourhood level. The development offers the following benefits:

- Revitalization and enhancement of Lantzville Village
 - Greater local business viability in the village (more nearby housing)
 - New grocery store and mixed use development sites with retail/commercial units
 - Revitalized streetscapes
- Housing
 - Mix of housing types (e.g., single-unit, cluster housing, townhouse, apartment)
 - Mix of housing tenures (i.e., rental, fee simple ownership, strata ownership)
 - More attainable housing options throughout
 - Seniors supportive housing
- Increased Tax Revenue
 - Compact, economically-sustainable land use pattern
 - Increased District tax revenue from increased residential/commercial densities

Project Amenities

In addition to providing the benefits (previous page), the developer will also provide several in-kind and cash Community Amenity Contributions (CACs).

In considering the land lift for these sites (i.e., the increase in land value as a result of rezoning), any potential increase in development value should be considered alongside the value of the public lands and amenities being provided. For this project, these include:

A. Community Services & Park Lands

- Transfer of 3.65 ha (9 acres) of land to the District for Community Services and Park uses, including a 10m portion of Area A at Rossiter Avenue to provide the District flexibility for the future transportation connection.
- Cash contribution of \$1,500,000 towards infrastructure and improvements in the Park and Community Services area.

B. Public Parks and Park Amenities

- Dedication of a 0.5ha (1.25 acre) parcel of land to be utilized by the District for a multi-purpose neighbourhood park.
- Dedication and construction of 0.7 hectares (1.7 acres) of additional publicly-accessible trails and greenways throughout the site.

C. Cash Contribution

- Direction contribution of \$3,000 per residential unit to the District.

D. Other

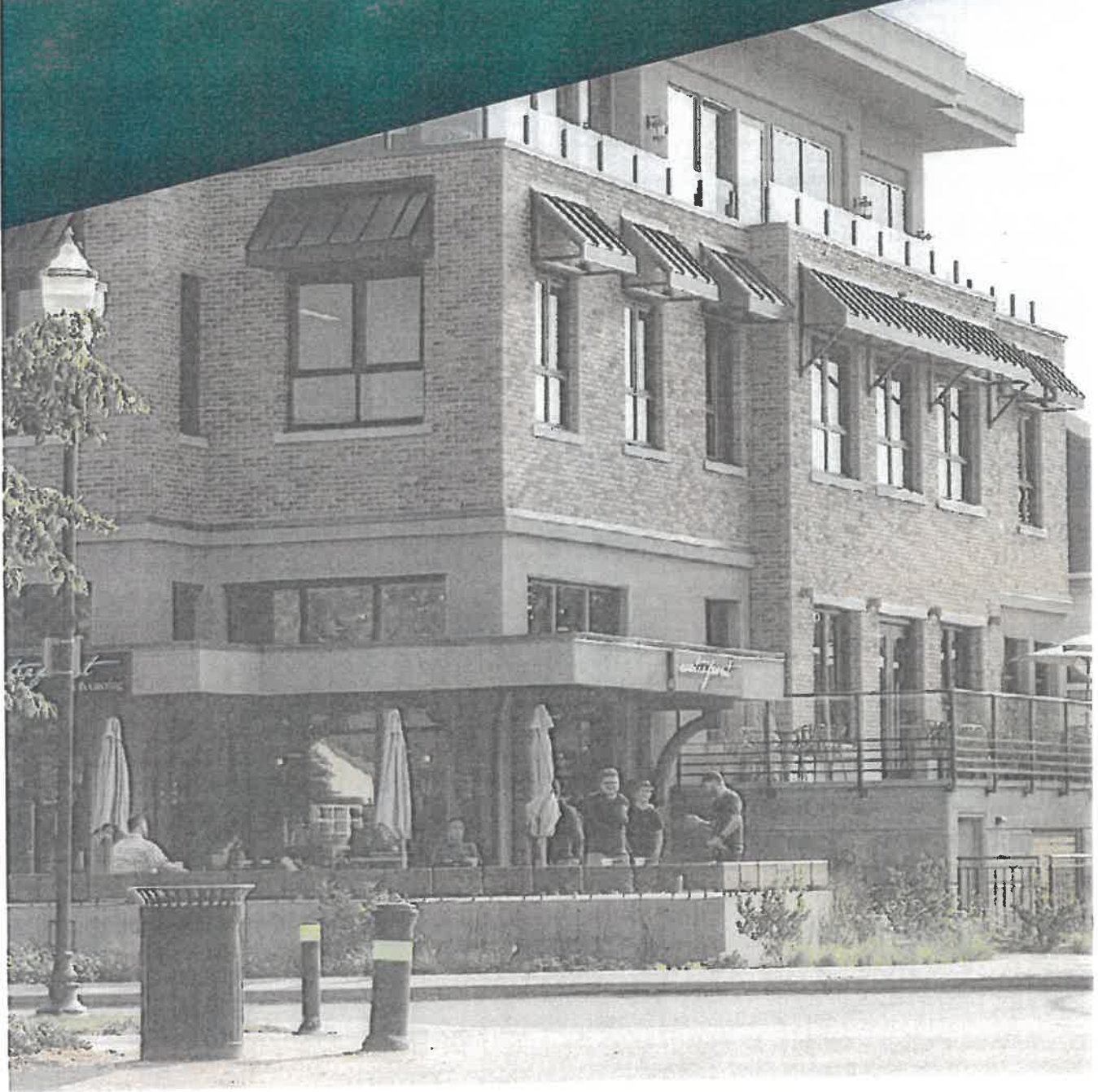
- Provision of gateway signage on each of the two roundabouts to be constructed.
- Construction of a multi-use path from the south extent of the site, along Ware Road, to the Island Highway.

FRONTAGE & STREETSCAPE IMPROVEMENTS

In addition to providing the listed benefits and amenities, the landowners will also construct the following frontage/streetscape improvements based on the street designs provided in this document and in accordance with District bylaws.

- Construction of Ware Road improvements adjacent to the subject site (full cross-section).
- Construction of all new public roads (full cross-section)
- Construction of Wiles Road improvements adjacent to the subject site (site frontage only)
- Construction of Lantzville Road improvements adjacent to the subject site (full cross-section)

5. OCP CONSISTENCY



5.1 OCP CONSISTENCY

The below table demonstrates the proposal's commitment to the OCP policies for the Village South Special Plan Area. The left-hand columns present the relevant SPA policies, whereas the right-hand column summarizes how the

policies are integrated into the proposed Special Area Plan: See Section 2.1 for an overview of relevant OCP Goals and the proposed responses..

OCP POLICIES TO BE INTEGRATED INTO THE VILLAGE SOUTH SAP		
POLICY #	POLICY	RESPONSE
11.1.2 #2	Close to Ware/Lantzville Roads, a range of commercial, residential and small-scale seniors supportive housing uses, with potential for commercial under residential. (The Village Commercial Core SPA policies also apply and encourage mixed use.)	Mixed Use, Commercial, and Mixed Use Zoning (including Seniors Supportive housing) zoning near Ware/Lantzville Roads
11.1.2 #3	In the remainder of the SPA, single-unit housing, multi-unit housing, small-scale seniors supportive housing, and park and open space land uses. Seniors-oriented housing, either community care or small-scale independent living, are encouraged.	Residential zones with a range of housing types provided in the remainder of site
11.1.2 #4	Development within this SPA will include high-quality pedestrian environments as outlined in the Development Permit Guidelines.	Street sections and design guidelines focus on high-quality pedestrian environment
11.1.2 #4	Vegetated buffers to provide privacy to existing adjacent residential properties.	Vegetated buffers will be provided
11.1.2 #5	Development with uses and densities that strengthen the vitality of the Village, provide housing for singles, families, and seniors, improve pedestrian mobility, and enhance the viability of public transit and other services.	Residential zones provide a range of housing types and increased densities to support a vibrant and viable village core
11.1.2 #7	An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.	Stormwater management strategies integrated throughout with a focus on the use of green infrastructure
11.1.2 #8	A lane or road that can be used to access the backs of commercial properties fronting on the south side of Lantzville Road.	New roadway provided
11.1.2 #10	A limited number of high-quality apartments with underground parking, nestled into treed buffers.	A limited number of high-quality apartments will be provided in areas that minimize impact on adjacent residents
11.1.2 #11	The District encourages the development of small tracts of highly varied housing types in a one- to two-storey format.	Site divided into small development tracks with highly varied house types
11.1.2 #12	A continuous treed buffer of at least 15 m width plus adjacent wooded Crown lands, will be retained along the Island Highway.	Vegetated buffer will be provided
11.1.2 #13	A continuous treed buffer of a minimum 15 metre width shall be provided between proposed buildings and existing residences along Lancewood Avenue, broken only by trails and a small-scale winding access road / fire lane.	Vegetated buffer and right-of-way connections will be provided
11.1.2 #14	A park area and continuous open space and trail corridors (greenways) to connect the housing areas across Ware Road and to the Village Primary Commercial Core and Village South SPAs, Seaview School, and adjacent neighbourhoods.	Large community use and park area and neighbourhood park as well as TBD trail connections provided to/from and within the site
11.1.2 #15	A park area shall be provided south of the existing school playing fields and will be a reforested park.	Provided as a Community Use area to the District for a TBD community use
11.1.2 #16	Trail connections shall extend through the site, connecting Ware Road, Rossiter Avenue, and the lane extension of Lynn Drive to the school grounds and to the Village Primary Commercial Core.	Trail connections will be provided from existing roads to Ware Road and the commercial core
11.1.2 #17	A highly improved entrance streetscape for the development and Village on Ware Road, including medians and boulevards that integrate green infrastructure and planting, a double or triple row of street trees, as well as multi-use pedestrian / bicycle trail(s) that provide continuity between the Island Highway, Village Primary Commercial Core, Seaview School, and adjacent neighbourhoods.	Ware Road redevelopment envisioned and concept design presented that provides these elements.



**VILLAGE SOUTH
SPECIAL AREA PLAN**

UPDATED: JUNE 2022

**DISTRICT OF LANTZVILLE
BYLAW NO. 284**

**A BYLAW TO AMEND DISTRICT OF LANTZVILLE
ZONING BYLAW NO. 180, 2020**

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

1. This bylaw may be cited for all purposes as the “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021”.
2. Schedule ‘A’ of District of Lantzville Zoning Bylaw No. 180, 2020 is hereby amended as follows:
 - (a) In Part 1 by amending Section 1.14.1 to add as primary uses: Affordable Housing and Senior Supportive Housing,
 - (b) in Part 1 by inserting “Village South Special Area Plan” after “Upper Lantzville Ware Road Special Area Plan” in the list of zones,
 - (c) in Part 1 by inserting the “Village South Special Area Plan Zone” attached hereto as Schedule 1 after Section 1.9 and re-numbering the remaining sections in Part 1,
 - (d) In Part 2, Section 2.17.1 by inserting “Village South Special Area Plan” after “Upper Lantzville Ware Road Special Area Plan”,
 - (e) In Part 3, Section 4.1, by inserting the following definitions:
 - i) “**Cluster Housing** means one dwelling unit or two dwelling units within the same building which are on the same parcel as at least four other dwelling units,
 - ii) **Limited Home Business** means a home business that is limited to an office,
 - iii) **Affordable Housing** means housing that has a rent or sale price that constitutes no more than 30% of gross annual income,
 - iv) **Seniors Supportive Housing** means housing that caters towards the needs of seniors and includes assisted living and community care facilities licensed in accordance with the *Community Care and Assisted Living Act.*”, and

(f) by re-classifying the land legally described as

“That Part of District Lot 45 Wellington District Lying to the North West of Copley Road Shown Outlined in Red on Plan 733R and Except that Part in Plans 23561 and VIP65702

Lot 1, District Lot 27G, Wellington District Plan VIP66828

Lot 2, District Lot 27G, Wellington District Plan VIP66828”

from “Future Special Area Plan Zone (F-SAP)” to “Village South Special Area Plan Zone (SAP-2)”, and “Community Services Zone (CS)”, as shown on the map attached hereto as Schedule 2.

READ A FIRST TIME this 6th day of October, 2021.

READ A SECOND TIME this 6th day of July, 2022.

PUBLIC HEARING HELD this day of , 2022.

READ A THIRD TIME this day of , 2022.

APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE this ___ day of ___, 2022.

ADOPTED this day of , 2022.

Mark Swain, Mayor

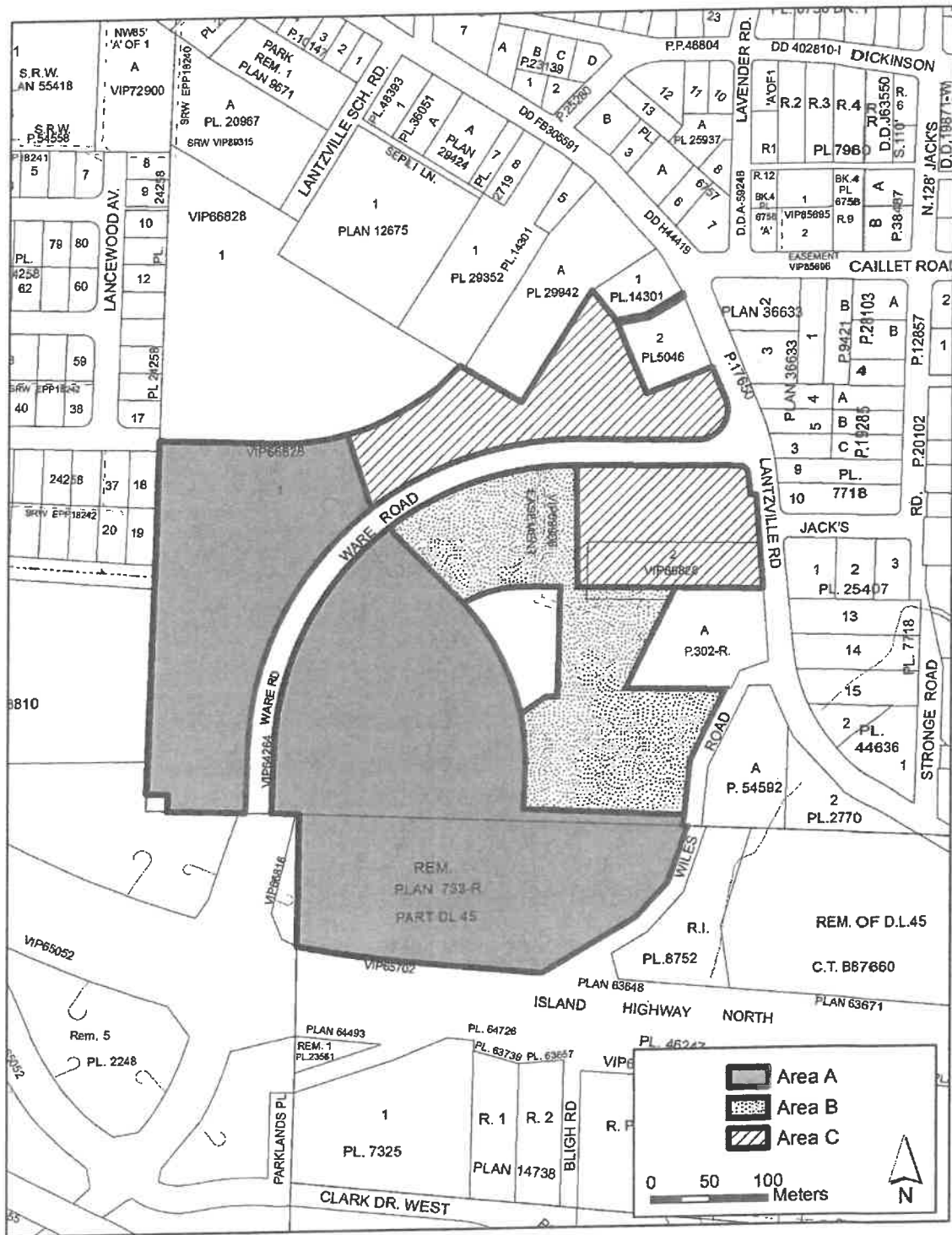
Trudy Coates, Director of Corporate Administration

“Schedule 1 to Bylaw 284, 2021”

1.10 VILLAGE SOUTH SPECIAL AREA PLAN ZONE (SAP-2)

Areas

- The SAP-2 Zone is divided into Areas A-C, as shown on the following map:



Permitted Uses

2. The permitted primary and secondary uses are as follows:

Primary	Secondary
Area A – Ground-Oriented Housing	
Cluster Housing Duplex House Rowhouse Townhouse	Limited Home Business
Area B – Multi-Unit Housing	
Apartment Assisted Living Community Care Rowhouse Townhouse	Child Care Limited Home Business
Area C – Mixed Use	
Affordable Housing Apartment Assembly Assisted Living Community Care Craft Beverage Processing Cultural Service Financial Service Food and Beverage Service Health Service Indoor Recreation Market Office Personal Service Retail Seniors Supportive Housing Social Service	Child Care Limited Home Business Mobile Vending

Building Form & Density

3. In Area C, outside of the “transition area”, apartments, assisted living units, affordable housing, community care units, and seniors supportive housing, are only permitted in a mixed-use building format (with the exception of 50 units for seniors supportive housing) and must not be located on the first storey of a building.

4. The maximum density and floor area ratio are as follows:

Area	Maximum Density / FAR	Total Units
Area A	25 units per hectare (net)	232
Area B (Apartment, Rowhouse, Townhouse)	100 units per hectare	300
Area B (Assisted Living, Community Care)	2.0 FAR	
Area C	2.0 FAR	100
Total Units		632

- 4a. Notwithstanding subsection 4, individual parcels within Area A may exceed 25 units per hectare, as long as the average density of all parcels in Area A does not exceed 25 units per hectare. (Total number of all units in Area A / total area of all parcels in Area A \leq 25 units per hectare)
- 4b. Within Area A a minimum of one unit shall be permitted on each parcel that meets the applicable parcel size requirements under subsection 14.
5. Notwithstanding subsection 4, the maximum number of dwellings within Area C shall not exceed 100 units.

Siting

6. The minimum setbacks from parcel lines in Area A are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Duplex, House	3 m	4.5 m	1.5 m	3 m
Rowhouse, Townhouse	3 m	6 m	3 m	3 m
Secondary Structure	6 m	1.5 m	1.5 m	3 m

7. The minimum setbacks from parcel lines in Area B are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Apartment	3 m	4.5 m	3 m	4.5 m
Assisted Living, Community Care	4.5 m	6 m	3 m	3 m
Rowhouse, Townhouse	3 m	3 m	4.5m	4.5 m
Secondary Structure	6 m	2 m	2 m	3 m

8. The minimum setbacks from parcel lines in Area C are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Apartment	3 m	4.5 m	3 m	3 m
All Other Structures	1.5 m	3 m	0 m	1.5 m
Canopy or Awning	0 m	3 m	0 m	0 m

9. Despite the foregoing, the minimum setback of a garage in any Area is 6 m from front parcel lines and 3 m from rear parcel lines.
10. Despite the foregoing, the minimum setback from an interior side parcel line for dwellings units within a duplex, rowhouse or townhouse that are separated by a party wall is 0 m on the side where the dwelling units are adjoining.

Height

11. The maximum heights are as follows:

Structure	Maximum Height
Apartment, Affordable Housing, Assisted Living, Community Care, Mixed Use, Seniors Supportive Housing	4 storeys and 16 m (See 15. c)
Craft Beverage Processing, Food and Beverage Service, Indoor Recreation, Office, Personal Service, Retail, Rowhouse, Townhouse	12 m and 3 storeys
House, Duplex	9 m
Secondary Structure	5 m
Fence	1.8 m

12. Despite the foregoing, the maximum height of a building fronting Lantzville Road is 3 storeys and 12 m.

Parcel Coverage

13. The maximum parcel coverages are as follows:

Area	Principal Building	All Buildings and Structures Combined
Area A	50%	55%
Area A (Rowhouse, Townhouse)	70%	70%
Area B	55%	60%
Area C (Apartment, Affordable Housing, Assisted Living, Community Care, Seniors Supportive Housing)	55%	60%
Area C (Mixed-Use, other uses)	70%	100%

Subdivision

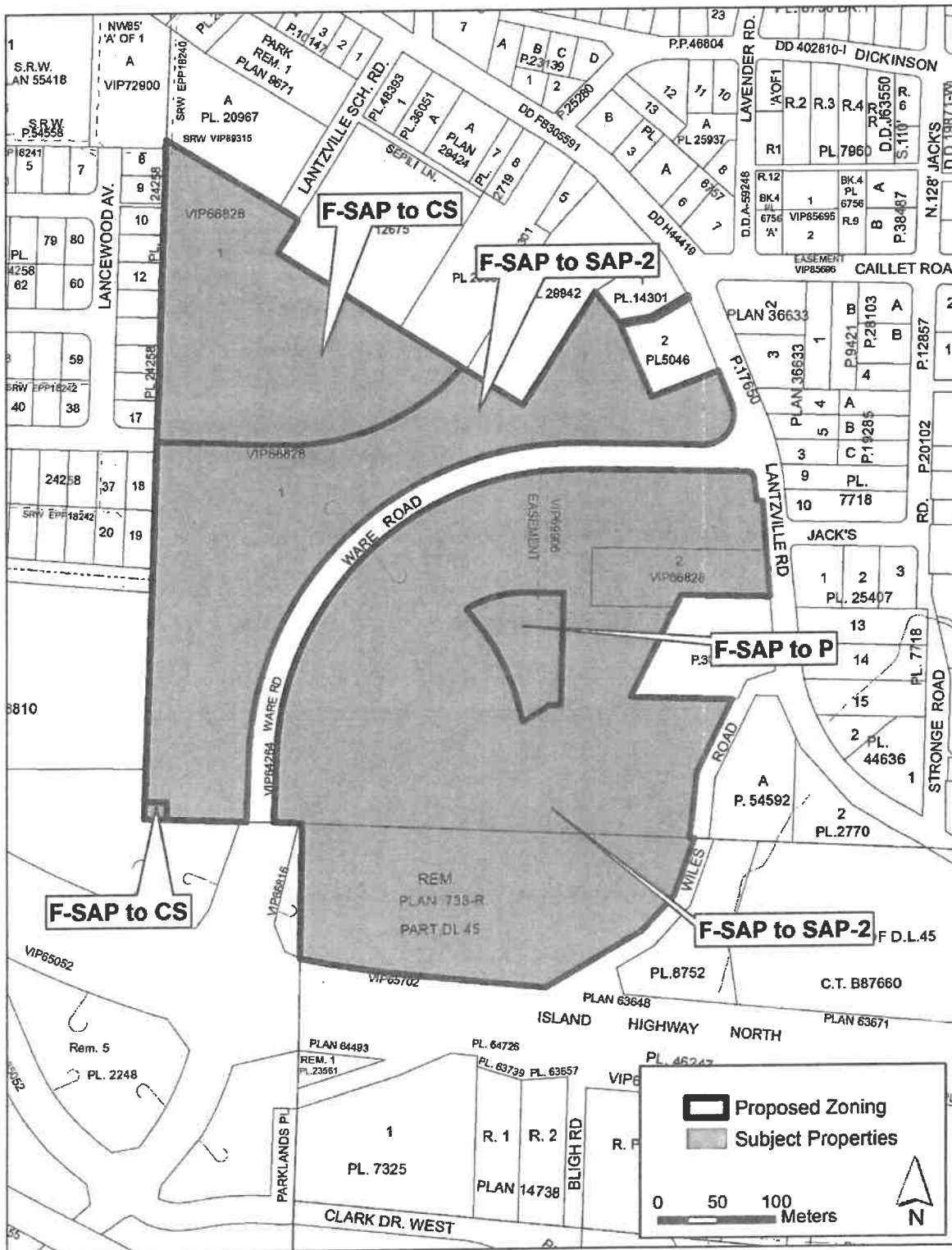
14. The subdivision regulations are as follows:

Area	Minimum Parcel Area	Minimum Parcel Frontage and Width
Area A (House)	300 m ²	12 m
Area A (Cluster Housing)	4,000 m ²	9 m
Area A (Rowhouse/Townhouse with party wall, attached on both sides)	150 m ²	6 m

Area A (Rowhouse/Townhouse with party wall, attached on one side)	200 m ²	7.5 m
Area A (Duplex with party wall)	225 m ²	9 m
Area B (Apartment, Assisted Living, Community Care)	1,000 m ²	25 m
Area B (Rowhouse/Townhouse with party wall, attached on both sides)	150 m ²	6 m
Area B (Rowhouse/Townhouse with party wall, attached on one side)	200 m ²	7.5 m
Area C	450 m ²	15 m

15. Despite the foregoing, the following specific regulations apply:
- a) The parcel area and frontage of parcels in a phased building strata subdivision may be reduced below the minimum parcel area and minimum parcel frontage.
 - b) The minimum parcel frontage of a parcel fronting a cul-de-sac or curved portion of a highway is 10 m, or the minimum parcel frontage regulation specified above, whichever is less.
 - c) All 4 storey buildings must have underground parking.

“Schedule 2 to Bylaw 284, 2021”



District of Lantzville

REPORT TO CHIEF ADMINISTRATIVE OFFICER

Meeting Date: May 4, 2022

SUBJECT: Official Community Plan & Zoning Bylaw Amendment Application for Village South

PURPOSE

To consider an Official Community Plan and Zoning Bylaw Amendment application to adopt a Village South Special Area Plan and a Village South Special Area Plan Zone.

RECOMMENDATIONS

1. **THAT** "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" be given third reading;
2. **THAT** "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021" be given third reading.
3. **THAT** prior to adoption of "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" and "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021", a no-build restrictive covenant be registered on the subject properties until a Phased Development Agreement has been approved by Council.

COMMITTEE RECOMMENDATION

N/A

ALTERNATIVES AND IMPLICATIONS

1. **THAT** "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" be given third reading;

THAT "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021" be given third reading.

After third reading, Amendment bylaws No. 283 and No. 284 sit in abeyance until the phase development agreement has received three (3) readings as well. There is a risk that new information could come forward, thus requiring an additional public hearing.

2. AMEND THE BYLAW

When either of the following motions are on the floor:

THAT “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” be given third reading.

THAT “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” be given third reading.

Amend either by motion:

THAT the motion on the floor be amended by adding “as amended [*insert amendment*]”.

Vote on the main motion as amended:

THAT “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” be given third reading as amended [*insert preceding amendment*].

THAT “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” be given third reading, as amended [*insert preceding amendment*].

The implications are unknown until the amendments are known. The amendment(s) may require an additional public hearing be held. If Council chooses to amend the bylaws, staff will advise the applicant and give the applicant an opportunity to proceed with the application, as amended, or abandon the application.

BACKGROUND/RELEVANT HISTORY

The subject property is comprised of three parcels of land, as shown in **ATTACHMENTS 1 & 2**:

1. 7220 Ware Road (19.00 ha / 46.95 ac)
2. 6855 Wiles Road (3.65 ha / 9.02 ac)
3. 7133 Lantzville Road (0.56 ha / 1.38 ac)

The property is zoned Future Special Area Plan (F-SAP) in anticipation that a special area plan zone will be adopted for the property (**ATTACHMENT 3**). The property is designated Village in the OCP and is covered by two sub-designations: primarily Village South Special Planning Area and a small portion of the property adjacent to the Ware Road / Lantzville Road intersection designated Village Primary Commercial Core Special Planning Area. The properties are cleared and vacant.

Proposal

The applicant has applied for an OCP and Zoning Bylaw Amendment to establish a new Village South Special Area Plan (SAP) to be attached to the OCP and a corresponding Village South Special Area Plan Zone (SAP-2) to ensure that use, development, and subdivision of the properties conforms to the SAP. The proposed OCP amendment bylaw with the Village South SAP is included as **ATTACHMENT 4**.

The proposed zoning amendment bylaw with the Village South SAP Zone is included as **ATTACHMENT 5**. The proposed bylaws and other supporting information and reports provided by the applicant are available on the District's website.

The proposal is for a mixed-use development that includes housing, commercial uses, parks, greenways, and land for community uses. The proposed zoning amendment bylaw would rezone the property into Park (P), Community Services (CS), and a new Village South SAP Zone. The purpose of the zoning is to implement the Village South SAP.

ATTACHMENTS

1. Location Map
2. Air Photo
3. Zoning Map
4. Bylaw 283 – OCP Amendment
5. Bylaw 284 – Zoning Bylaw Amendment
6. Estimated on Going Impact at Build Out Summary

ANALYSIS/RATIONALE

A public hearing was held on April 13, 2022, for "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" and "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021".

It should also be noted, public input and correspondences received prior to the March 28, 2022 posting of the public hearing notice, were included on the District of Lantzville website (Lantzville.ca) and distributed to Council.

PUBLIC HEARING SUMMARY

Notices:

Notice for the public hearing was advertised in the March 30, 2022, and April 6, 2022, editions of the Nanaimo News Bulletin newspaper; mailed to property owners with 60 m of the subject properties; and posted on the District of Lantzville website and bulletin board.

Public Input:

Written submissions received following the posting of the April 13, 2022 public hearing notice included:

- 259 pieces of correspondence (including duplicates);
- one petition including 1,169 signatures

Members of the public were able to provide verbal input in-person at the Council Chambers or electronically via ZOOM. There were 33 people in total who spoke at the hearing – four (4) spoke 4 times; two (2) spoke 3 times; and five (5) spoke 2 times.

The minutes for the April 13, 2022 public hearing are included in the May 4, 2022 Council meeting agenda package.

NEXT STEPS

It is now appropriate for Council to consider giving third reading to “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” and “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021”.

As outlined in the September 22, 2021, staff report, a Phased Development Agreement (PDA) is required to be completed. A PDA provides certainty to a local government and a developer that zoning, and servicing provisions and the phased provision of services and amenities are “locked-in” for the term of the PDA. The PDA is to be approved by Council in a bylaw and requires a public hearing.

The PDA will more clearly outline the Community Amenity Contributions (CACs) proposed by the applicant which includes, the provision of park land and community use land, park amenities, greenways and trails, gateway signage at the two roundabouts, offsite multi-use pathway connections, and a financial CAC, and the timing for the provision of said amenities.

The following options are available for Council’s consideration:

1. Granting third reading to the amendment bylaws: Should Council pursue this option, Council must also consider the fact that a phased development agreement is required. Third reading could be granted subject to a “no-build” covenant being registered on the title of the subject lands prior to adoption. This allows the amendment bylaws to be adopted, however, prevents any development from taking place on the subject properties until the PDA has been approved by Council. This option provides certainty on the proposed land use, thus, focuses the discussion on the amenities and the timing for the provision of those amenities.

The bylaws could be granted third reading and sit in abeyance until the phased development agreement process has caught up. This option increases the risk of possible “new information” being introduced and providing cause for another public hearing to be held.

2. Granting third reading with amendments to the bylaw. Depending on the significance of the amendments, another public hearing may be required.
3. Council could choose to give third reading to OCP amendment Bylaw No. 283 but not Zoning amendment Bylaw No. 284, or defeat both bylaws at third reading. In either case, the application as currently presented would not proceed any further.

Ministry of Transportation and Infrastructure

The Ministry will need to approve the zoning amendment bylaw because the subject property is within 800 m of a controlled access highway (Island Highway).

Financial/Budget Implications

There are no immediate financial/budget implications of the recommendation. As per Council’s direction, the District of Lantzville engaged Urbanics Consultants Ltd. to prepare an Economic Impact Assessment for the proposed Village South development.

1. District of Lantzville: Village South Special Area Plan, prepared by Urbanics Consultants Ltd., dated November 2021.
2. Addendum -District of Lantzville: Village South Special Area Plan, prepared by Urbanics Consultants Ltd., dated January 2022.


Further to the Urbanics Report, the District of Lantzville Financial Services Department has prepared a summary of the “Estimated on Going Impact at Buildout” (**Attachment 6**) to clarify the financial impact of the proposed development on the District. Both the Urbanics report and the staff summary confirm that there would be a net benefit to the District if the development were to be completed as proposed.

Sustainability Implications

The proposed development is a highly sustainable development that will be the economic and social focal point of the community.

Prepared By:

Approved for Submission to Council:


 Frank Limshue, Director of Planning & Community Services

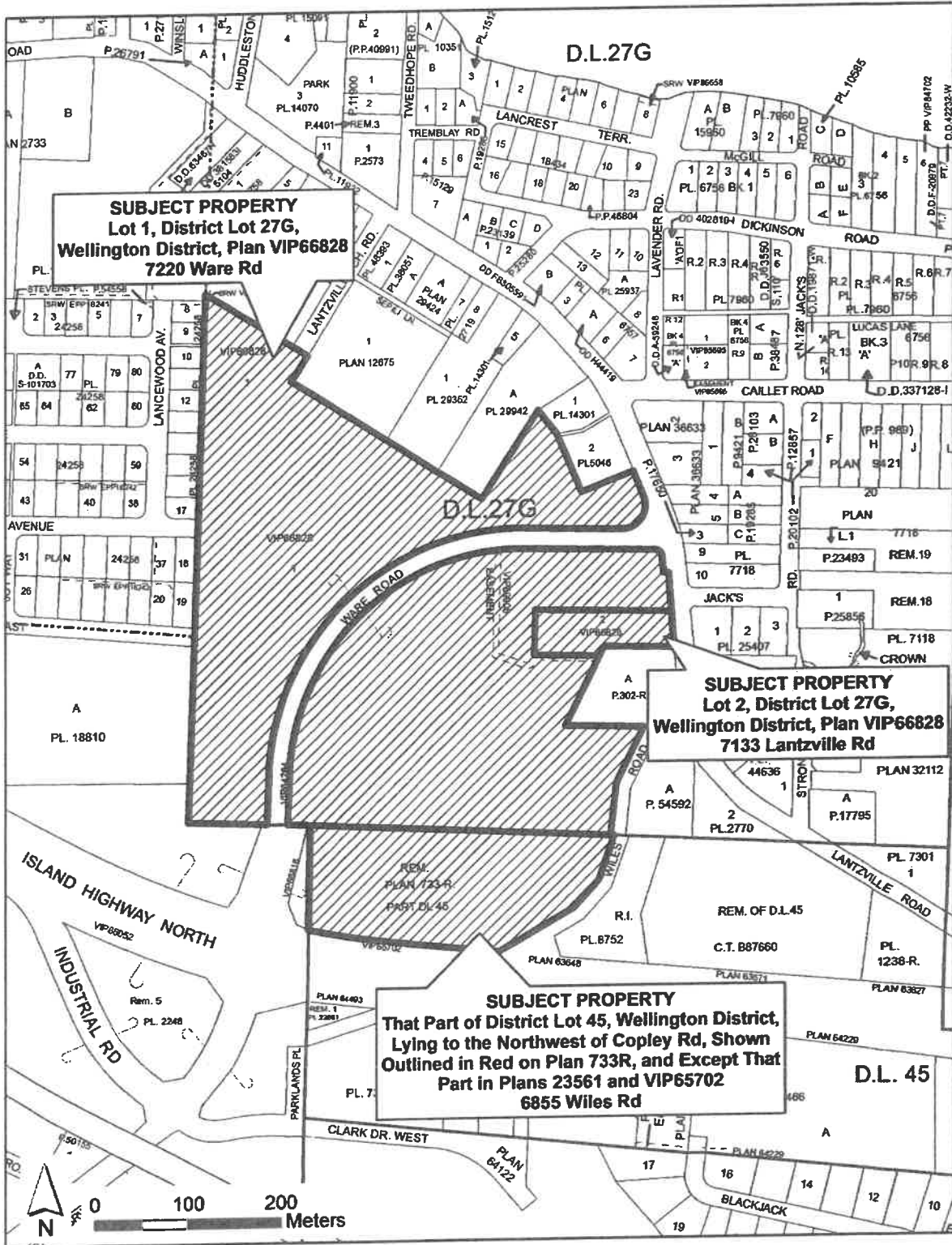

 Ronald Campbell, Chief Administrative Officer

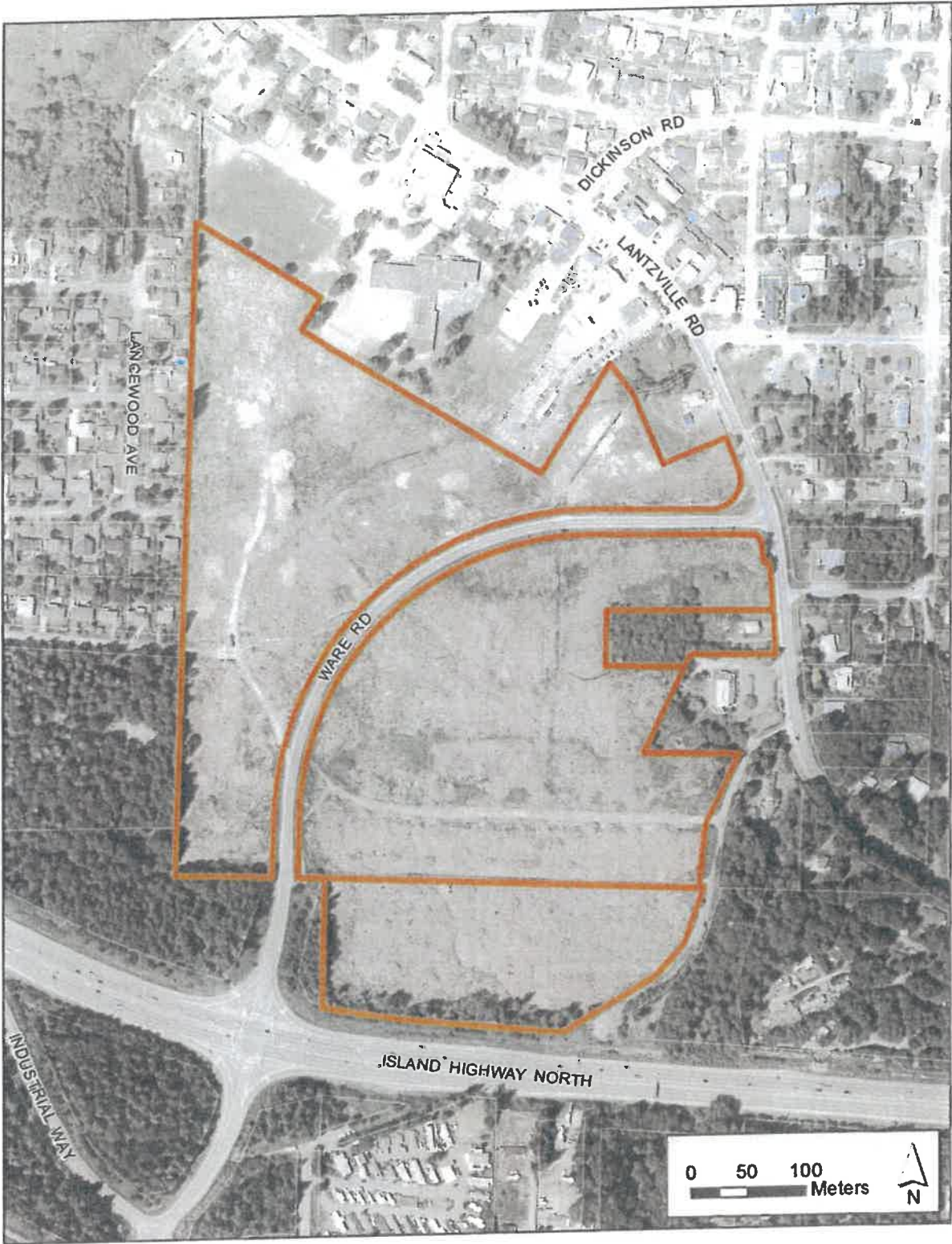
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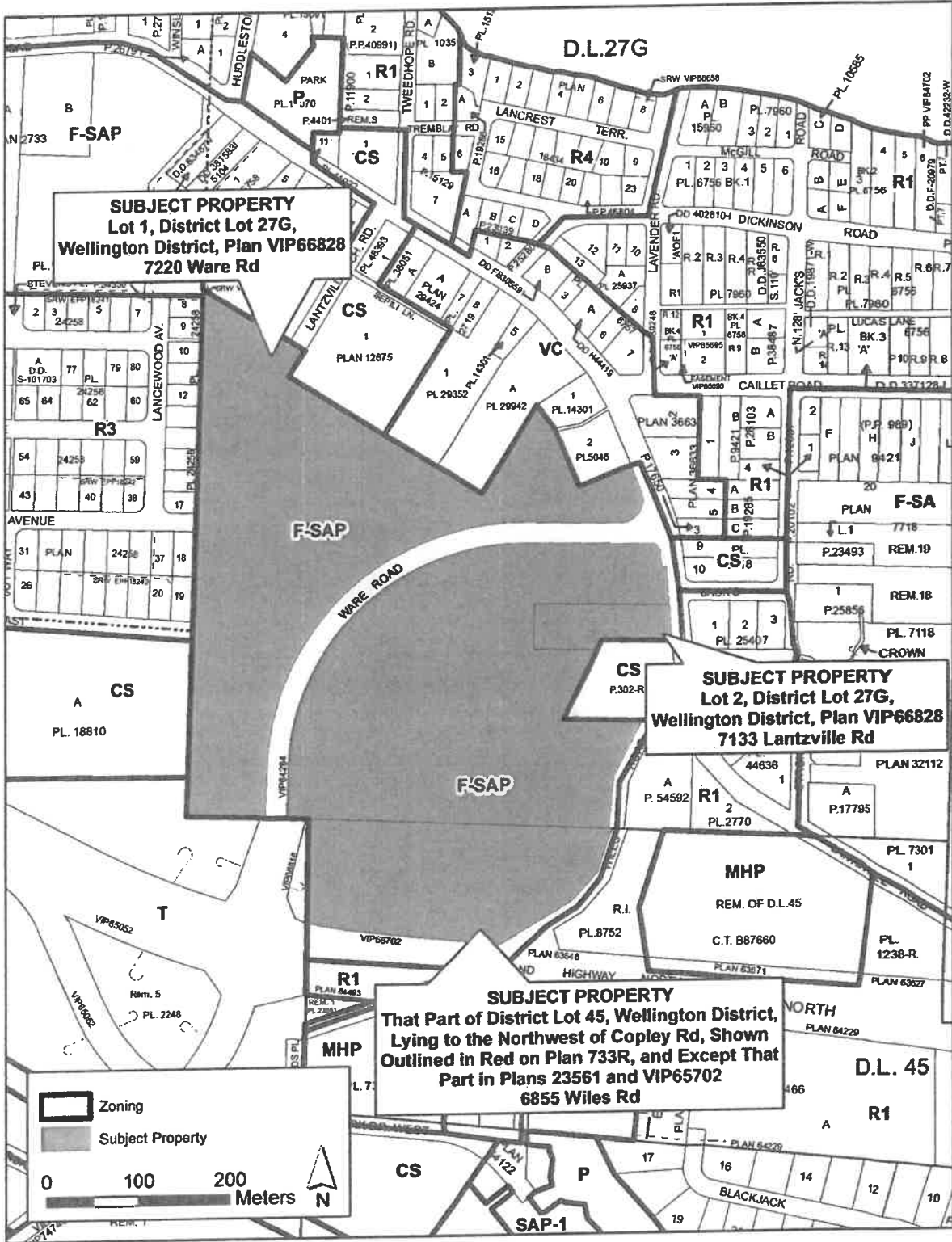
Date: April 27, 2022

REVIEWED WITH:			
<input checked="" type="checkbox"/> Corporate Administration	<input type="checkbox"/> Fire Rescue	<input type="checkbox"/> Public Works/Engineering	<input type="checkbox"/> RCMP
<input checked="" type="checkbox"/> Financial Services	<input type="checkbox"/> Planning	<input type="checkbox"/> Solicitor	<input type="checkbox"/> Committee:
<input type="checkbox"/> Other:			

COUNCIL AGENDA INFORMATION:		
Meeting Type	Date	Agenda Item #
Regular	May 4, 2022	9.a) & b)
Closed (In-Camera)		







**DISTRICT OF LANTZVILLE
BYLAW NO. 283**

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

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

1. This bylaw may be cited for all purposes as the “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021”.
2. Schedule ‘A’ of District of Lantzville Official Community Plan Bylaw No. 150, 2019 is hereby amended as follows:
 - (a) in Part 3, Section 11.1.2 by inserting a new clause after clause 17, as follows:

“18. The Village South Special Area Plan is in Appendix 2 of the OCP. As properties within the special planning area are brought forward to the Municipality for consideration of rezoning, the policies specific to development of those properties will be added to the Special Area Plan through an amendment to the OCP.”
 - (b) by adding “Appendix 2 – Village South Special Area Plan”, attached hereto as Schedule 1.

READ A FIRST TIME this 22nd day of September, 2021
READ A SECOND TIME this 22nd day of September, 2021.
PUBLIC HEARING HELD this 13th day of April, 2022.
READ A THIRD TIME this ___ day of ___, 2022.
ADOPTED this ___ day of ___, 2022.

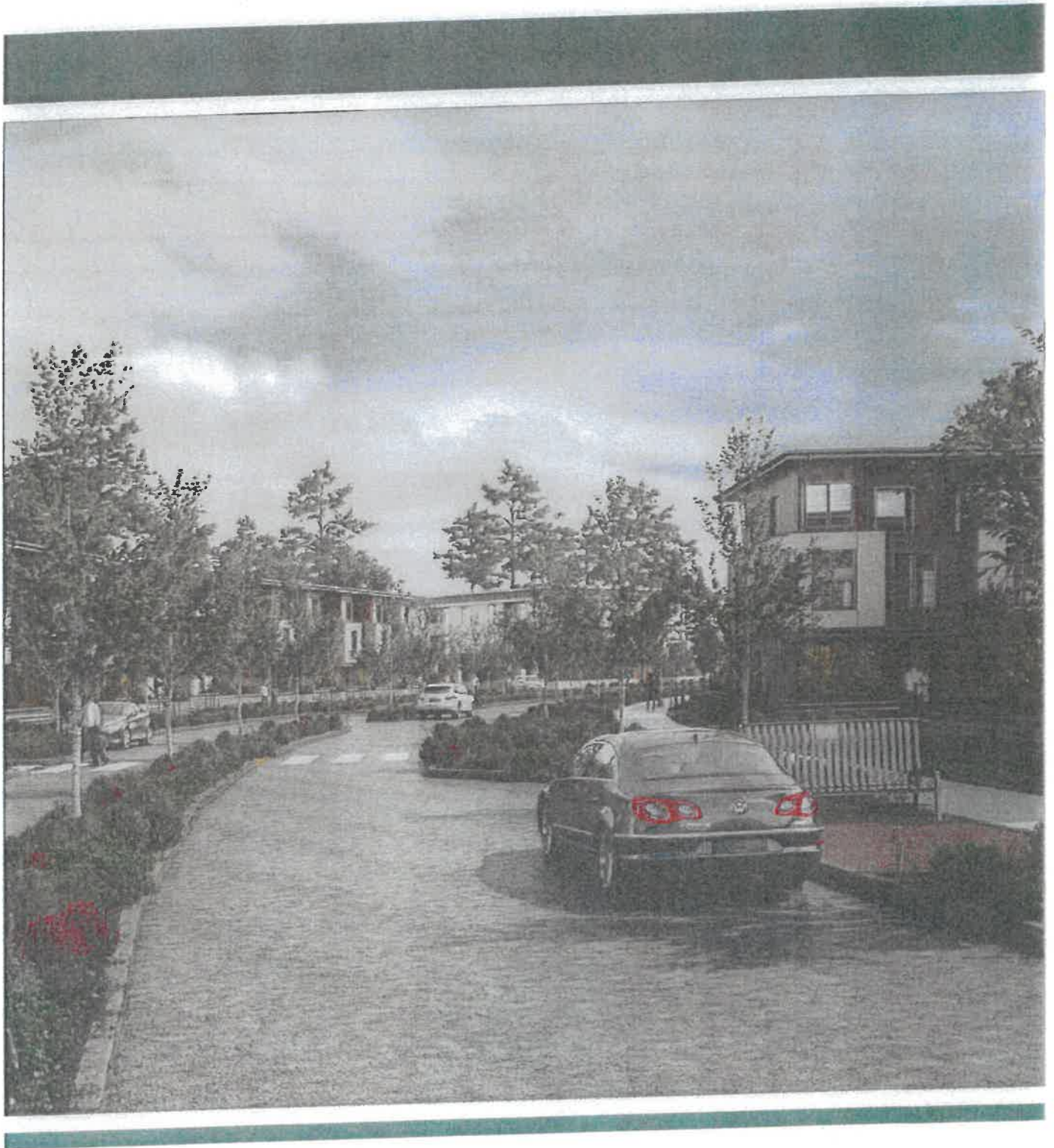
Mark Swain, Mayor

Trudy Coates, Director of Corporate Administration

Schedule 1 to Bylaw 283, 2021

APPENDIX 2

Village South Special Area Plan



VILLAGE SOUTH SPECIAL AREA PLAN

DISTRICT OF LANTZVILLE

UPDATED: SEPTEMBER 7, 2021

PROJECT HIGHLIGHTS

This page and the next provide a summary of the key features of this proposal.



HIGHLIGHTS

1 Community Parks

A large 0.76-hectare (1.9 acres) public park area becomes a key gathering place and recreational space in the village.

A second 0.50-hectare (1.25 acres) public park area becomes a neighbourhood hub for local residents.

2 Community Use Lot

A large 1.00-hectare (2.5 acres) lot will be dedicated to the District for community use (e.g., community centre).

3 Park for an Additional Playing Field

1.33 hectares (3.3 acres) of park adjacent to the school will be developed as a play field for the community.

4 Streetscape Improvements

Ware Road, Lantzville Road, and new public streets will all be 'green' (e.g., trees, rain gardens) and pedestrian friendly.

5 Mix of Housing

A mix of housing options will be provided across the site, with a focus on townhouses/patio homes as well as single-unit, apartments, and potential for seniors supportive housing.

6 Greenway & Trail Network

A comprehensive network of greenways and trails create active transportation connections throughout the village.

7 Mixed Use Area

Along Ware Road near Lantzville Road, a mixed use area will serve to enhance and expand the existing Village Core.

8 Grocery Store / Mixed Use Site

On the southwest corner of Ware / Lantzville Road, a mixed use site is intended to include a new grocery store.

9 Neighbourhood Buffers & Trail Connections

The west and southern boundaries of the site will include landscaped buffers, only broken by trail connections.

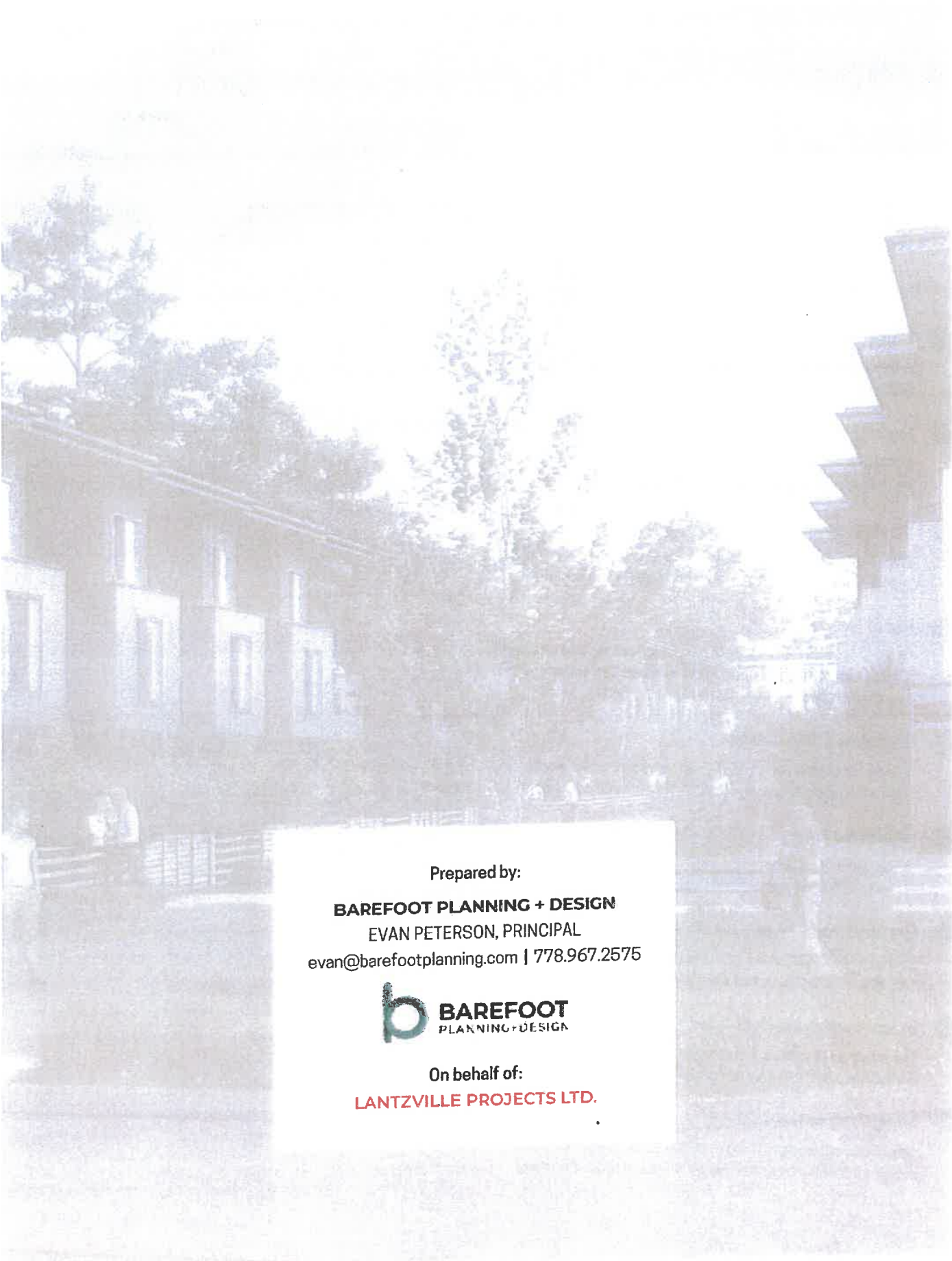
10 Integration with the Village

The street network, trail network, and land uses have been designed to integrate into the wider village redevelopment.

A Livable, Connected Neighbourhood

High quality urban design, small block sizes, green street designs, modest lot sizes, ground-oriented building types, and a comprehensive open space network all work to create a highly livable and pedestrian-friendly neighbourhood.





Prepared by:

BAREFOOT PLANNING + DESIGN

EVAN PETERSON, PRINCIPAL

evan@barefootplanning.com | 778.967.2575



On behalf of:

LANTZVILLE PROJECTS LTD.

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1. INTRODUCTION & CONTEXT



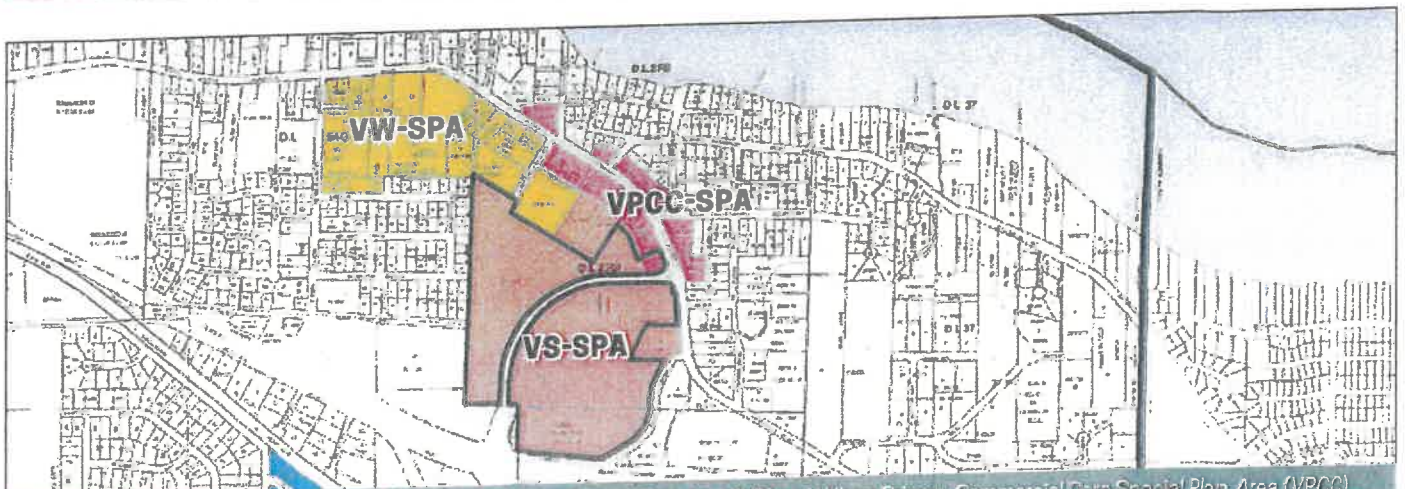
1.1 INTRODUCTION

This report details the development proposal for the Village South properties (see map below), which requires an Official Community Plan (OCP) amendment (to accommodate a new Special Area Plan) and site-specific rezoning.

The properties fall within the Village South and Village Primary Commercial Core Special Plan Areas (see lower map), as designated in the District's OCP. As a result, the proponent is required to develop a more comprehensive plan of the sites and satisfy a number of related application requirements (as presented in this report).



Location Map of the subject properties

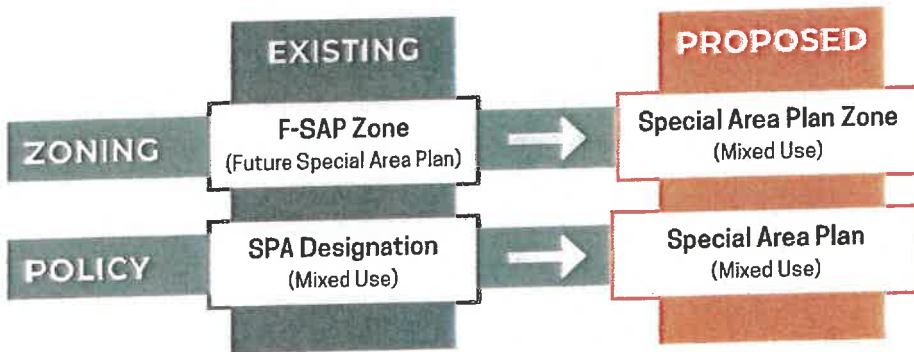


Portion of OCP Map 4, showing location of the Village South Special Plan Area (VS) and Village Primary Commercial Core Special Plan Area (VPCC)

1.2 PROJECT PURPOSE

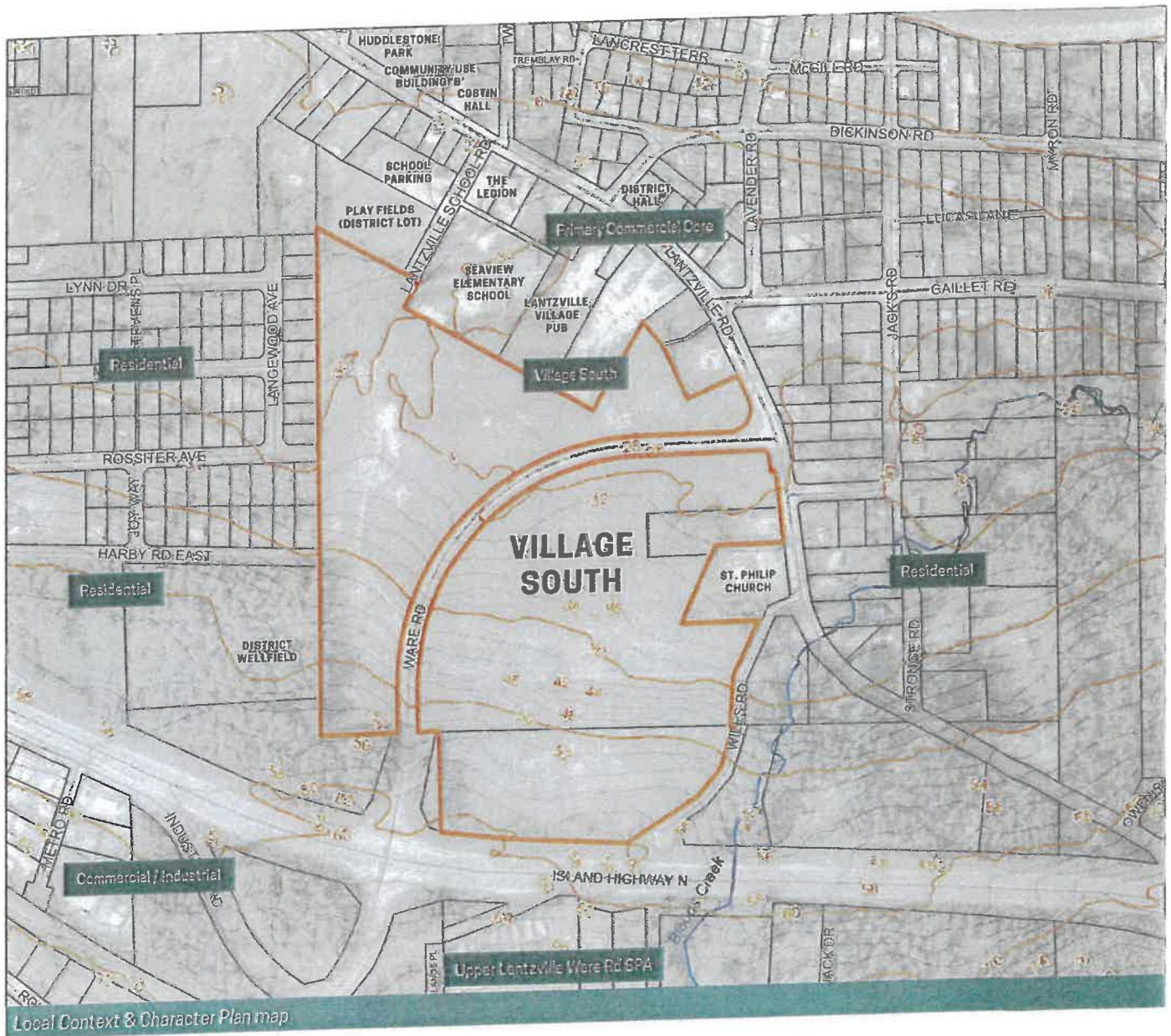
The purpose of this application is to permit the rezoning of the property from the Future Special Area Plan (F-SAP) zone (single-unit housing) to a site-specific "special area plan" zone for the Village South designation. The new zoning regulations would permit mixed use / commercial buildings near the village core with a range of housing types further south, including multifamily, seniors housing, townhomes, and single-unit housing – along with a significant area dedicated to public parks, trails, and other community amenities.

The OCP policies of the Special Plan Area designation require an OCP amendment to accept the corresponding Special Area Plan into the OCP.



1.3 DEVELOPMENT CONTEXT

LOCAL CONTEXT & CHARACTER PLAN

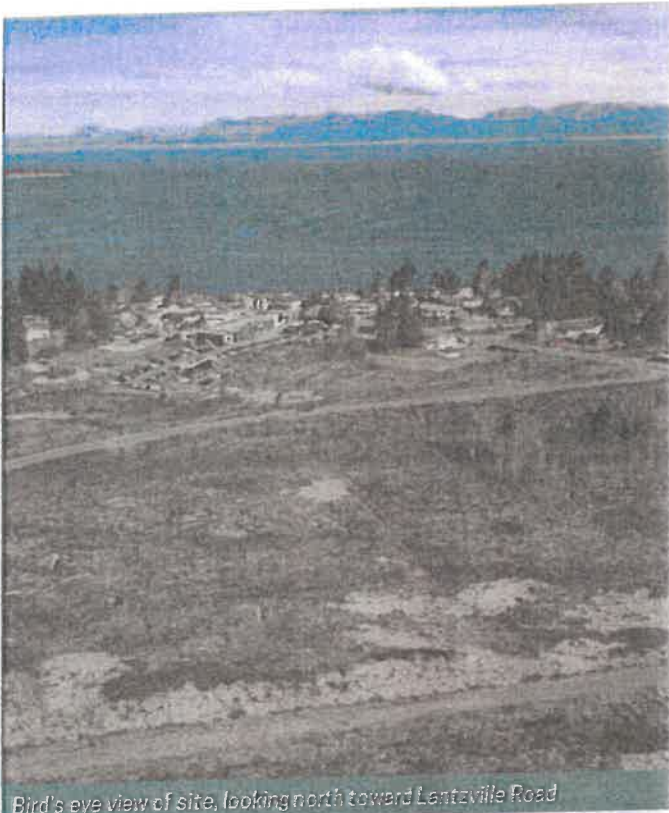


This map shows the development context of the subject sites, including adjacent land uses, current satellite imagery (e.g., existing buildings, roads, and other site features), topography, and landmarks (see 1.4 for a focus on natural features).

The surrounding area is primarily characterized by [a] residential land uses to the east and west, [b] adjacency to Lantzville Road, village commercial core, and Seaview Elementary School to the north, [c] proximity to Highway 19 to the south, and [c] very few existing site features (e.g., buildings, trails, natural elements). The site is further defined by its gentle slope and views to the north and potential street connections to the north, east, and west.

■ OCP Land Use designations

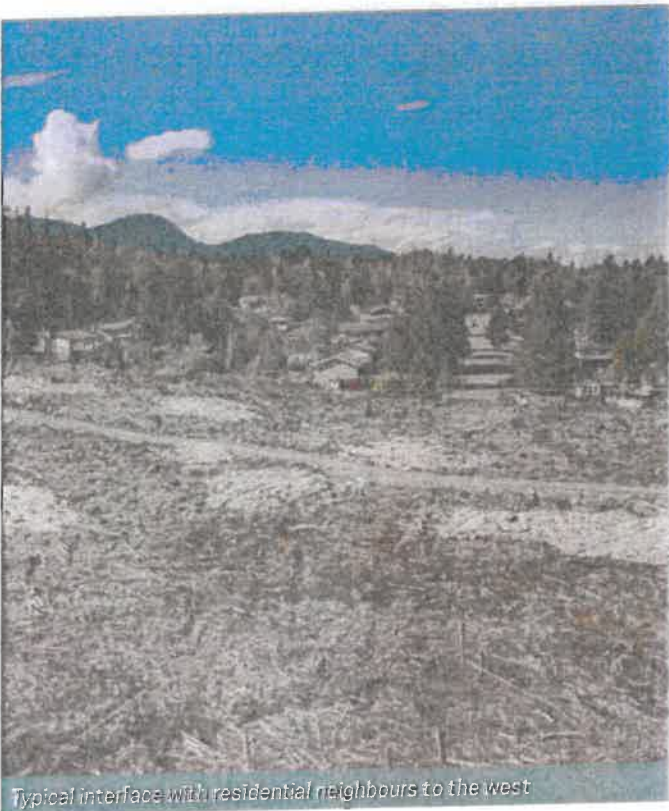
PHOTO GALLERY



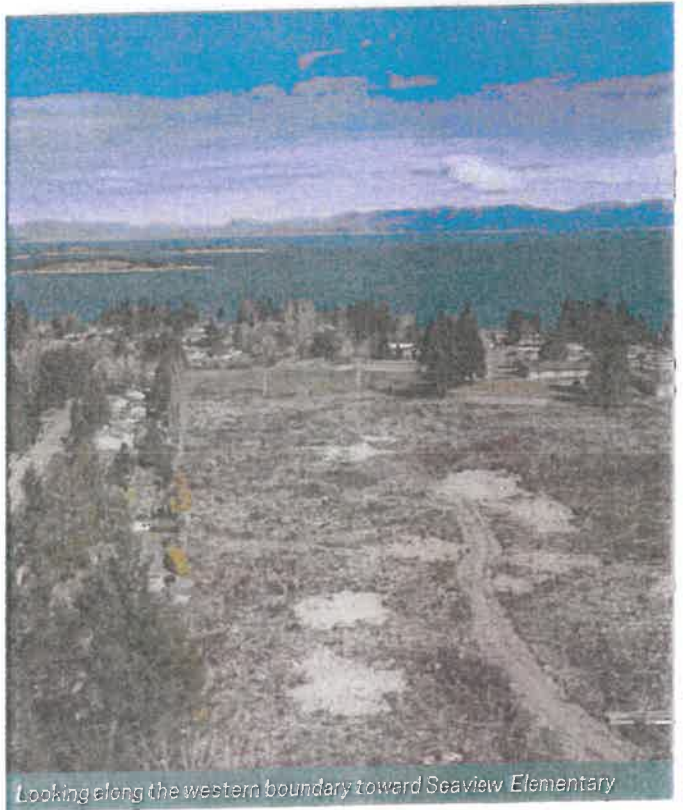
Bird's eye view of site, looking north toward Lentzville Road



Looking northeast from the western edge of the site

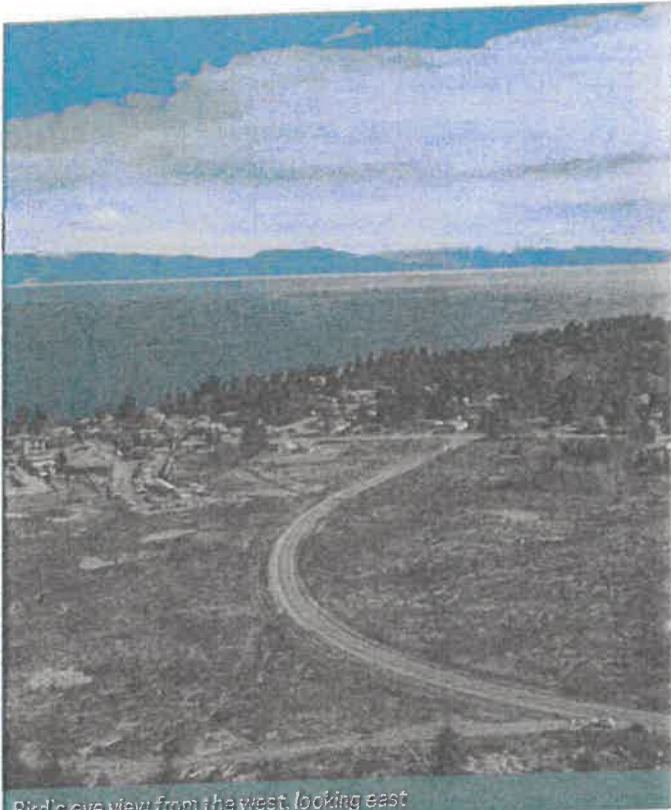


Typical interface with residential neighbours to the west

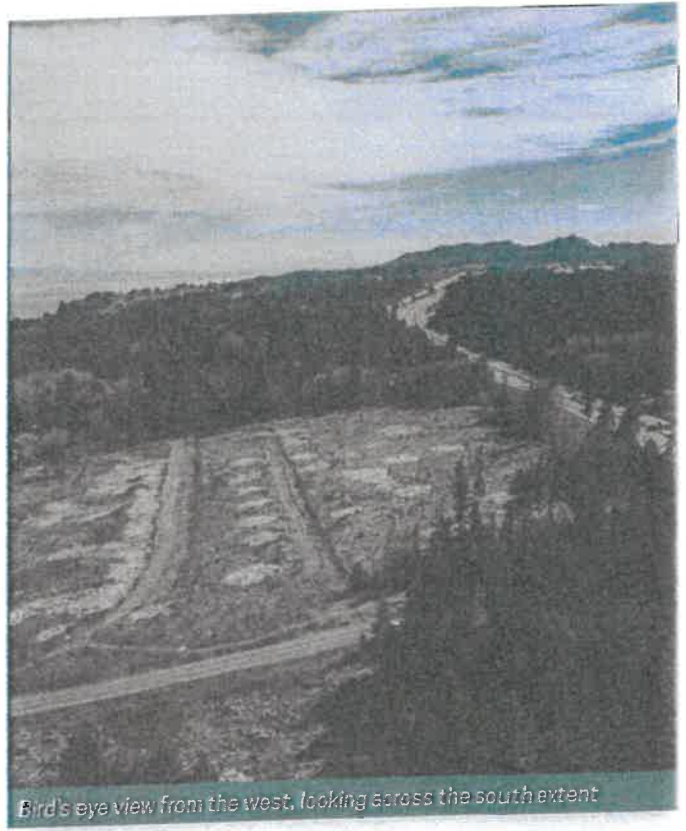


Looking along the western boundary toward Seaview Elementary

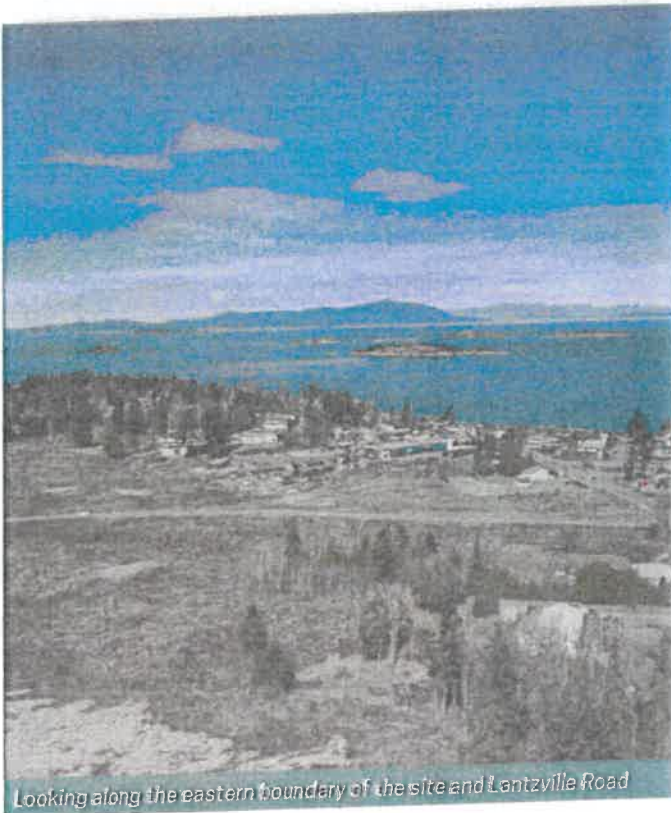
PHOTO GALLERY



Bird's eye view from the west, looking east



Bird's eye view from the west, looking across the south extent

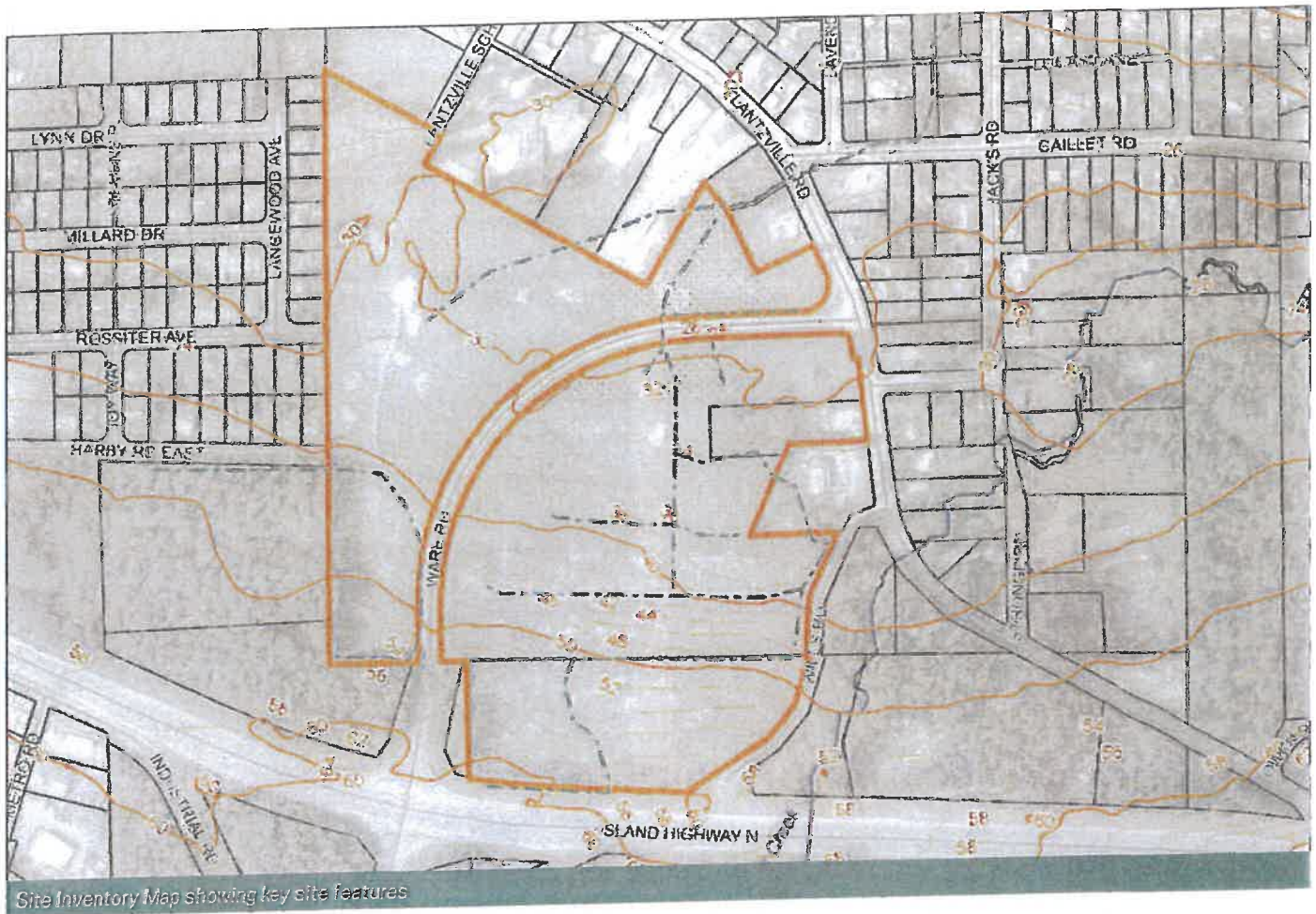


Looking along the eastern boundary of the site and Lantzville Road



Condition adjacent to the Lantzville School field

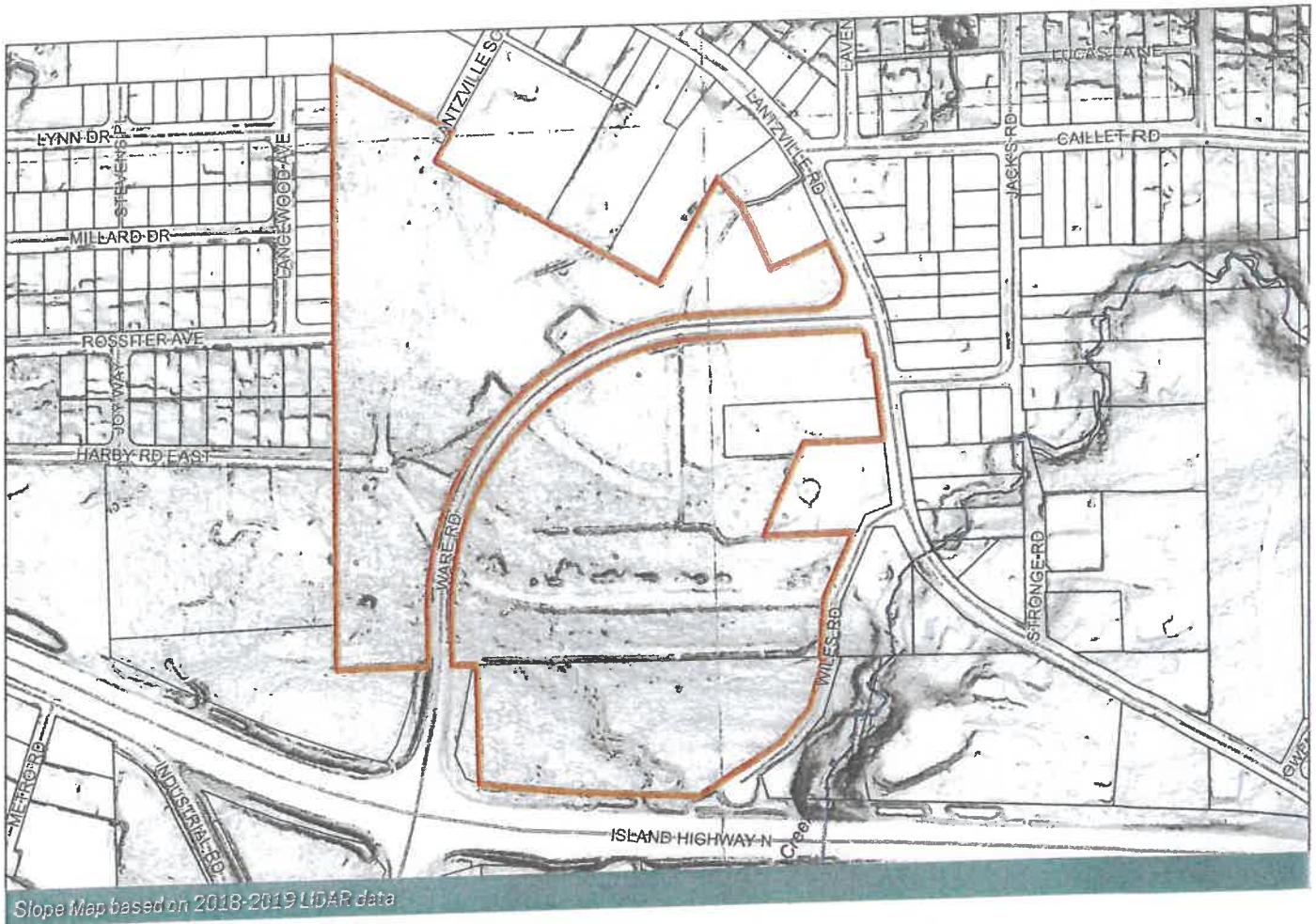
1.4 SITE INVENTORY



The above Site Inventory map summarizes the following, for which studies can be found in the appendices (where relevant):

- **Archaeological / Heritage Values**
 - There are no identified archaeological or heritage values on the site.
- **Watercourse / Hydrological**
 - The site has well-draining soils, with surface water channeled through a series of unmaintained ditches that flow into an interceptor ditch that eventually drains at the end of Jack's Road.
 - The ditches and related drainage/topographic elements do not represent natural features and are a product of historical site works followed by a lack of maintenance or improvements.
- **Biophysical Analysis**
 - The site is dominated by shallow soils and deciduous shrubs and saplings, as well as many invasives. There is no identified or observed critical habitat or species of significance on site (plant or wildlife).
 - The low points and wet areas are a product of historic development, including Highway 19 and Ware Road, not natural habitat formations.

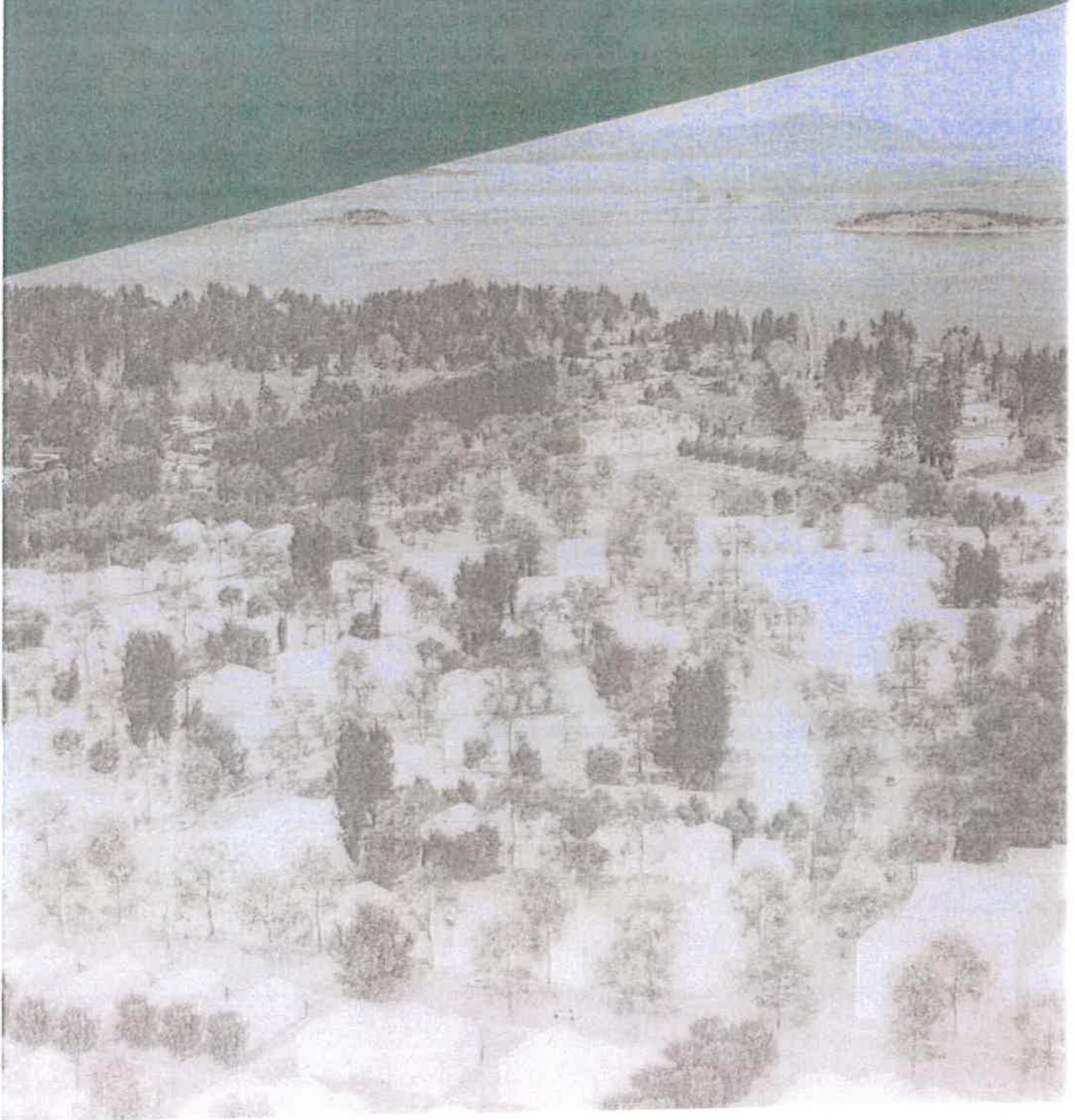
	Bloods Creek primary drainage
	On-site drainage ditches/ routes
	Drainage Low Points
	2 m contour intervals



- **Terrain Analysis**

- The site is a gently sloping site (more at the south end) with a northern aspect and lowlands at the north end. There are no significant terrain features.
- The above slope map shows the lack of steep slopes (dark areas, such as around Bloods Creek and towards the oceanfront). Clearly visible features are existing drainage ditches and unimproved access points.

2. VISION & CONCEPT PLAN



2.1 VISION & POLICY ALIGNMENT

OVERVIEW

This Special Area Plan has been developed to directly respond to both the overarching community goals from the OCP as well as the more specific OCP policies for the relevant Special Plan Areas. Below is a review of the relevant policies and directions from the OCP, which are directly addressed in this plan.

OCP: SPA DIRECTIONS

The District's OCP provides policy direction and a vision for the Village South Special Plan Area, which the majority of the subject properties are designated, and the Village Primary Commercial Core Special Plan Area, which a portion of the subject properties are designated (along Lantzville Road).

In summary, the OCP policies encourage “uses and densities that strengthen the vitality of the Village, provide housing for singles, families, and seniors, improve pedestrian mobility, and enhance the viability of public transit and other services.”

More specifically, the following land use directions are provided:

Village South SPA

- In the northeast, consideration for a mix of uses, including commercial, residential, small-scale seniors housing, mixed use, institutional, recreational, educational, and live-work
- Everywhere else, support for multi-unit, single-unit, and seniors supportive housing
- High quality pedestrian environments and enhanced pedestrian mobility
- Treed buffers (min 15m) to existing residential neighbourhoods and the Island Highway
- Integrated stormwater management
- A variety of housing types and unit sizes – the SPA must not be dominated by a single housing type
- A limited number of high quality apartments
- Uses and residential densities that strengthen the vitality of the village
- Density numbers are not intended to replace the rezoning and site design process.
- Park and trail network to connect residential areas with the commercial core and to connect Ware Road, Harby Road East, Rossiter Avenue, and the lane extension of Lynn Drive
- Target of 30% total green space, open space, and public parks (target 22% public parks)
- Natural park area south of the existing school playing fields



Village Primary Commercial Core SPA

- Commercial uses on the ground floor
- High quality pedestrian environments and enhanced pedestrian mobility
- Vegetated buffers to existing residential neighbourhoods
- Integrated stormwater management
- A variety of housing types and unit sizes
- Uses and residential densities that strengthen the vitality of the village
- Residential density is to be considered by Council on a case-by-case basis

The plan responds directly to each of the above SPA directions and policies from the OCP, focusing on the creation of [c] a vibrant village core and adjacent mixed residential neighbourhood, [b] pedestrian-friendly streets, and [c] an integrated trail and green space network. See Section 5.1 for a breakdown of the responses to each SPA policy.



Retail shops and village vibrancy supported by sufficient residential densities nearby.



Multifamily building and maintaining a 'forested backdrop' for the neighbourhood

OCP: COMMUNITY GOALS

In addition to the specific SPA policies, the OCP also provides several high-level community goals that the proposal seeks to satisfy. These include:

A. Protect the Natural Environment

- The plan creates a compact village, which helps to both avoid sprawl and increased pressure on existing neighbourhoods.
- The plan also takes a site-adaptive approach that integrates site conditions and green infrastructure.

B. Strengthen the Village Commercial Core

- The plan provides a compact land use pattern and urban street network which, among other benefits, creates a walkable village with calmed traffic and more on-street parking.
- The plan also provides densification and diversification of housing in the core, increasing local business viability and municipal revenues.

C. Preserve Community Character

- The growth provided alleviates development pressure on existing low-density neighbourhoods as well as agricultural/natural/resource lands.
- The OCP recognizes the necessary differences in village lands versus non-village lands and that these differences can be complementary and synergistic.

D. Provide Housing Choices

- The plan provides a variety of housing types that support a vibrant, viable village core; provide attainable housing options; and provide unit sizes and tenures for residents across their lifespan.
- Suburban development patterns cannot support successful village development nor provide a variety of housing options.

E. Manage Steady and Sustainable Development of Infill Neighbourhoods

- The Village SPA areas are the top priority infill area suggested in the OCP; and the plan represents a context-sensitive and sustainable neighbourhood design that reflects the policies and goals of the OCP.

F. Develop Community Infrastructure

- The plan includes the development and extension of water and sanitary infrastructure to adequately service these sites and future development; and the proposed land use pattern and streetscapes offer a cost-effective use of new infrastructure
- Streetscape improvements will be constructed on Ware, Lantzville, and Wiles Roads, consistent with the Village Commercial Core Improvement Plan along the frontage of the subject properties.
- Additionally, two roundabouts will be constructed on Ware Road – at Lantzville Road and further west.

G. Improve Road, Pedestrian, and Bicycle Mobility

- The plan includes [a] traffic-calmed and pedestrian-friendly streets with narrow travel lanes, sidewalks, and landscape buffers; [b] pedestrian trail connections within and to/from the sites; and [c] a multi-use path connection (or separated bike lanes and sidewalks) along Ware Road, from the Island Highway to Lantzville Road.

2.2 CONCEPT PLAN



PLAN OVERVIEW

The development concept envisions [a] a walkable and vibrant mixed use and multifamily core close to Lantzville Road; [b] a range of ground-oriented housing along green, traffic-calmed streets; [c] a large community park and new play fields adjacent to the school and existing play fields; [d] a new District-owned site for a TBD community use; [e] treed buffers and trail connections to existing neighbourhoods and the Island Highway; [f] a new mixed use site (planned grocery store) on the corner of Lantzville and Ware Roads; [g] a network of multi-use trails and greenways that enhance connectivity, provide gathering spaces and play areas,

and facilitate improved stormwater management; and [h] streetscape improvements along Ware Road, Lantzville Road, and Wiles Road.

The zoning accommodates a variety of housing types – single-unit housing, cluster housing, townhouses and rowhouses, seniors supportive housing, and multifamily apartments. This provides a much-needed variety of housing types, lot sizes, and housing choices as prioritized in OCP and SPA objectives and policies (See Section 3.1 Zoning).

CONCEPT ILLUSTRATIONS

The following images further illustrate the proposed concept for the site. While still conceptual in nature, these drawings are generally consistent with the proposed zoning regulations and future design directions.



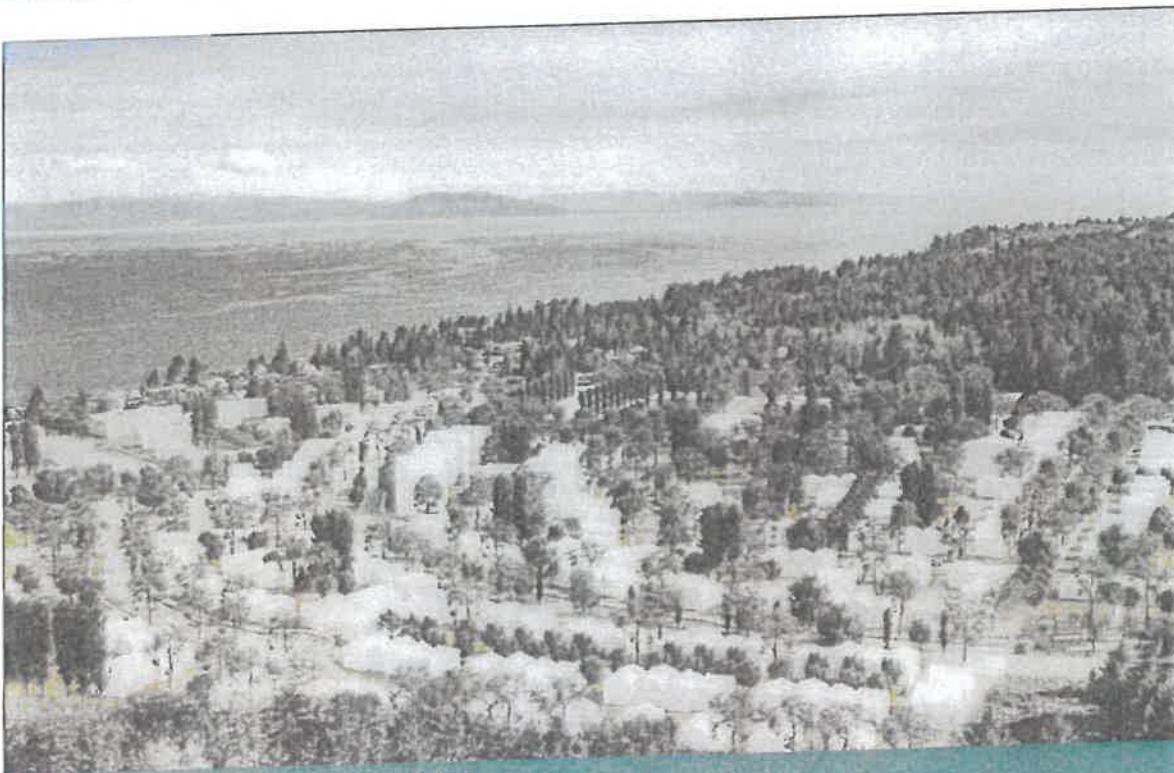
Street Scenes



Site Illustrations



A perspective illustration of the site, looking north.

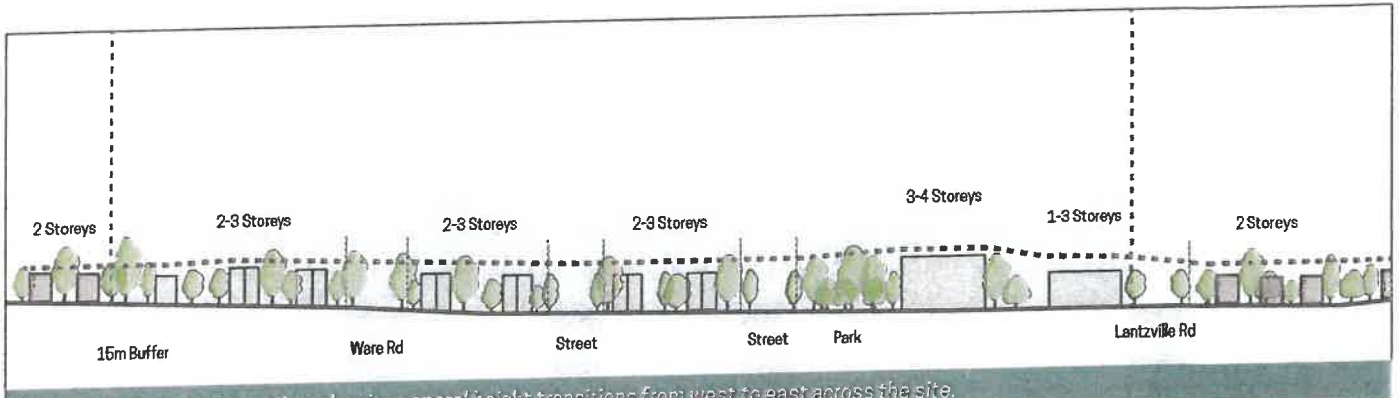


A perspective illustration of the site, looking east.

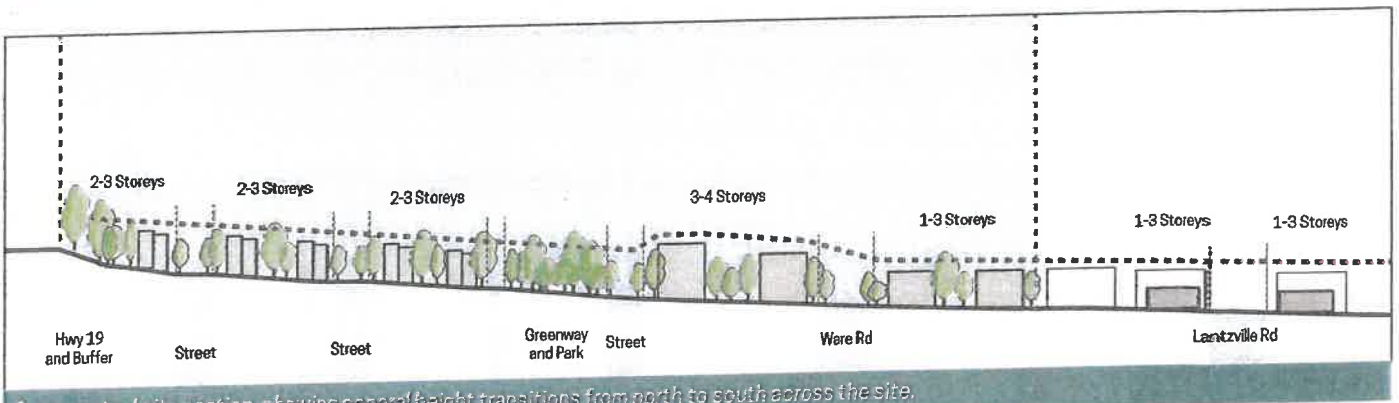
Height Context & Transitions

The site plan and zoning provide a sensitive height transition to adjacent single family homes, existing commercial buildings, and future village redevelopment. The below conceptual diagrams illustrate the context and transition of heights, from west to east and from north to south.

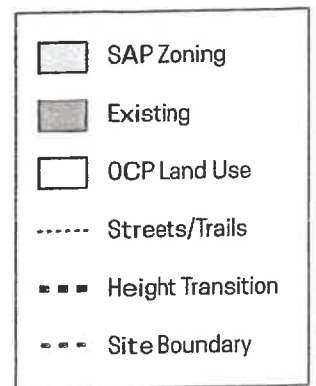
The sections are meant to be typical or representative (rather than specific) locations.



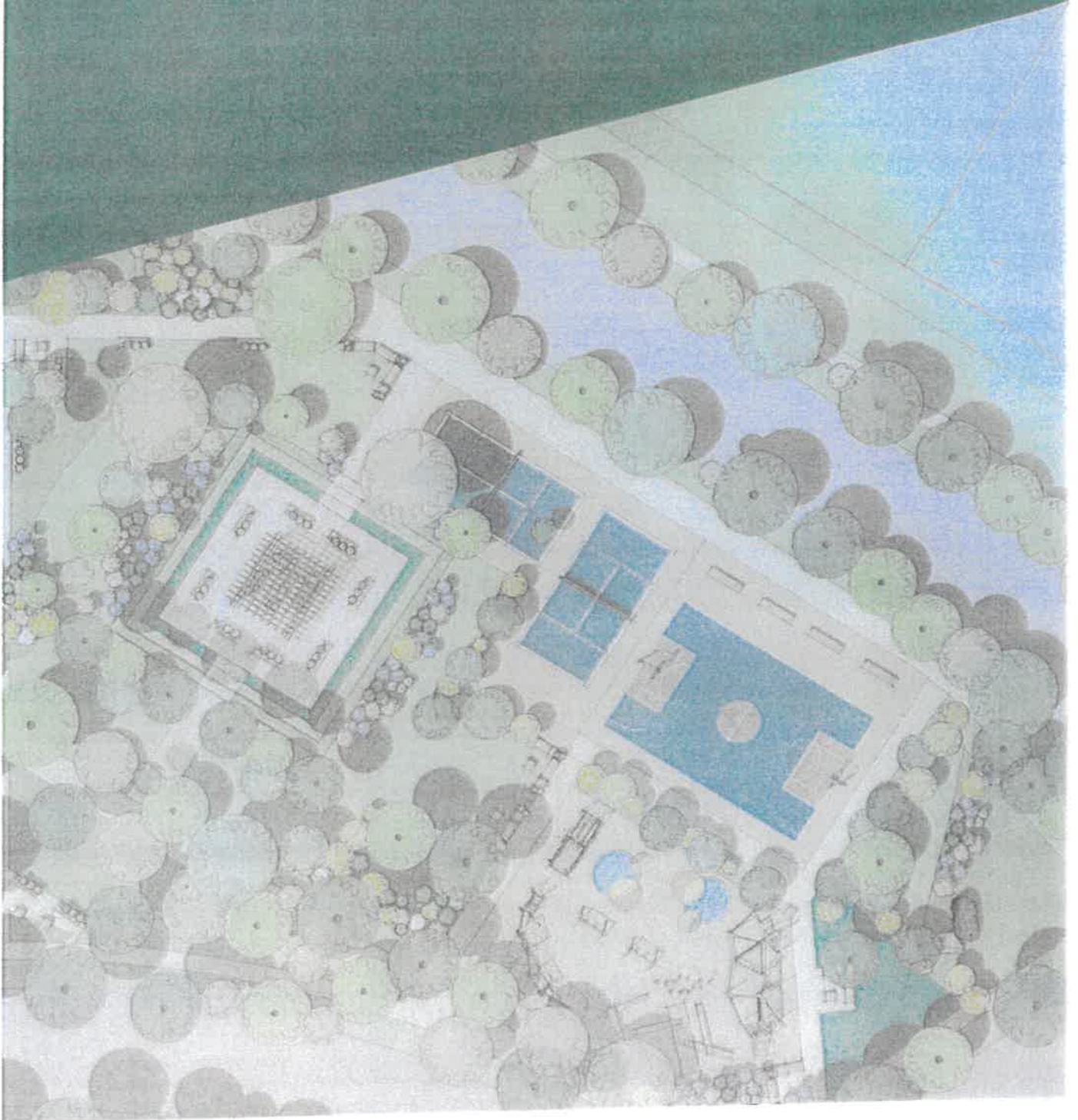
A conceptual site cross section, showing general height transitions from west to east across the site.



A conceptual site section, showing general height transitions from north to south across the site.



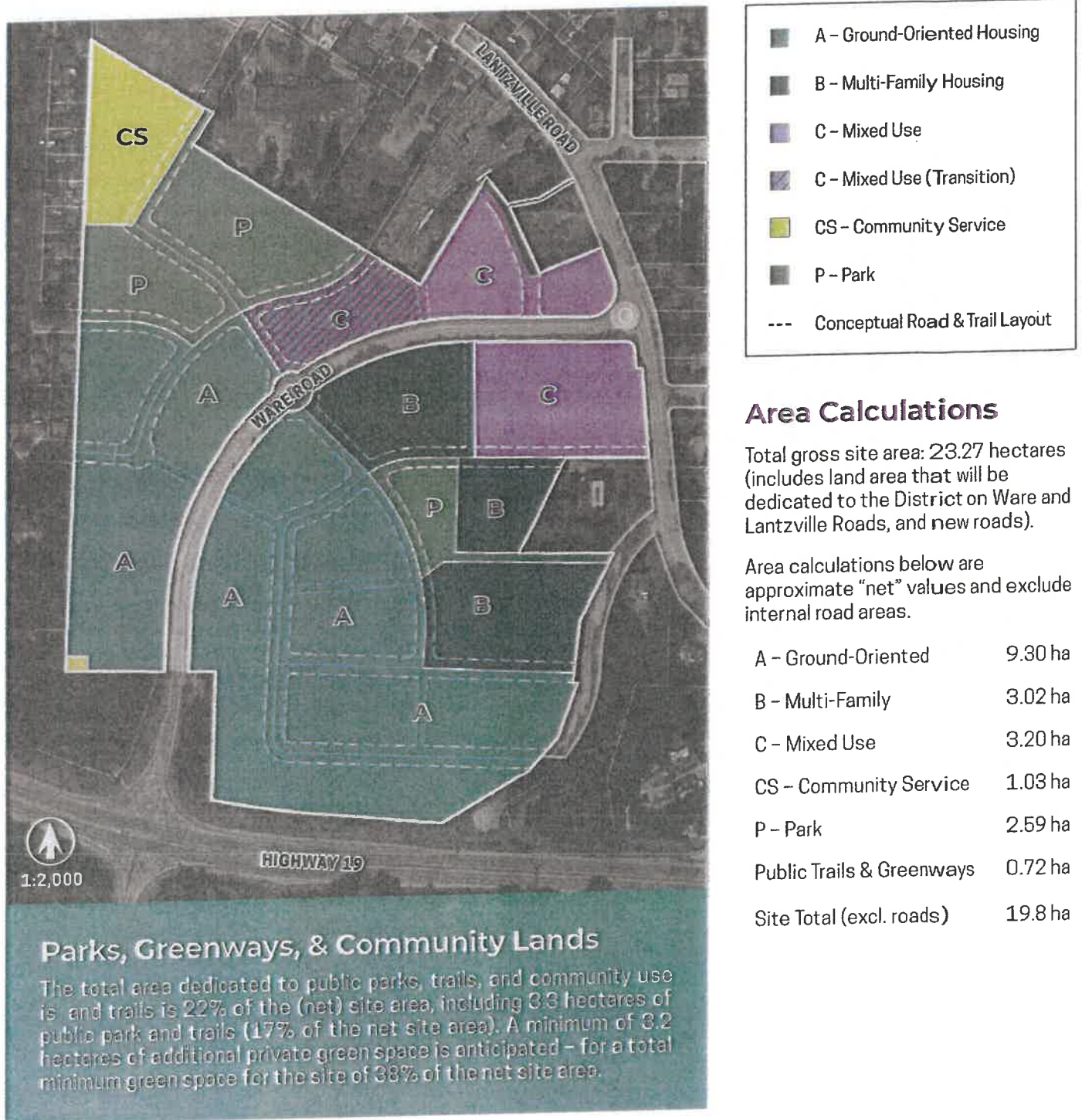
3. DEVELOPMENT PLAN



3.1 ZONING

The map and associated table, below, provide key details of the proposed site-specific Special Area Plan zoning for these sites.

ZONING MAP



VISUALIZING THE ZONES

To better visualize what is envisioned in each zone, this gallery offers precedent images taken from other successful neighbourhoods and represents the "types of things" that could be expected.

AREA A: GROUND-ORIENTED HOUSING (SINGLE-UNIT & CLUSTER HOUSING)



Cluster housing with individual homes



Single unit home on smaller lot



Single-unit home without parking in the front yard

AREA A: GROUND-ORIENTED HOUSING (TOWNHOMES)



Townhouse cluster along a public sidewalk



Townhouse cluster with internal pedestrian pathways



Townhouses with semi-private front yard spaces

AREA B: MULTI-FAMILY HOUSING



Multi-family with abundant green landscaping



Multi-family fronting public sidewalk



Small-scale multifamily building

AREA C: MIXED-USE COMMERCIAL



Main street with 3-storey mixed use buildings



Modern, small scale mixed use buildings with active retail on the ground floor



Main street with 3-storey mixed use buildings

AREA C: RETAIL / COMMERCIAL



Grocery store with high quality pedestrian realm



Retail/commercial building on main street corner



Retail building with high quality street frontage

PARKS & OPEN SPACE



Community park with trails, playground, and landscaping



Community park and greenway with multi-use path and playground with abundant tree plantings



Greenway trail through a residential area

3.2 TRANSPORTATION PLAN

NEIGHBOURHOOD CONNECTIVITY DIAGRAM



The transportation network includes [a] streetscape improvements on Ware, Lantzville, and Wiles Roads (frontage); [b] two new roundabouts (at Ware/Lantzville and further west on Lantzville Road); [c] new pedestrian-friendly streets throughout the site; [d] extensive neighbourhood trails/greenways; [e] trail connections to adjacent neighbourhoods; and [f] new potential transit routes and stops (see Transit Map on the following page).

The network of sidewalks and trails was designed to [a] facilitate walking and cycling to/from and within the village area and [b] create recreational walking routes for residents in Lantzville.

NEIGHBOURHOOD TRANSIT MAP



The Neighbourhood Transit Map shows the existing and potential future public transit network in the Village South Area. Future routes and stop locations will be determined with RDN Transit in response to future service expansion and route redesign. The illustrated stops and route extensions are indicative only but show convenient walking distance to the village, new community spaces (e.g., parks, play fields), and new residences.

The transit network is integrated with the connectivity plan (previous page), providing future residents and visitors walking and alternative mobility connections (e.g., cycling, rolling) throughout the area and directly to (future) transit stops.

GETTING AROUND

Implementation of the Transportation Plan for the area will include the following:

- All new streets will include sidewalks on both sides and the use of street width will prioritize pedestrian mobility and safety over vehicular efficiency.
- A separated multi-use trail or bike lanes and sidewalks will be provided on both sides of Ware Road.
- Pedestrian, alternative, and active mobility will be prioritized through:
 - The connectivity of sidewalks, trails, and green spaces.
 - The connectivity of public transit and alternative mobility (e.g., walking, cycling, rolling) through universal access sidewalks and trails and the strategic location of transit stops.
- Up to 4 new illuminated type 2 transit shelters within or adjacent to the site will be developed.
- A minimum of one concrete bus pad on Ware Road will be created to serve a future transit stop (to be determined location).

STREET CONCEPTS

The proposed street designs for the project are focused on creating slow, family-friendly, and walkable streets – not thoroughfares or neighbourhood short-cuts. All internal streets will feature the following:

- Sidewalks on both sides of the street and bike lanes on both sides of Ware Road;
- Street trees throughout, providing a multitude of benefits;
- Traffic calming via narrower travel lanes (except Ware Road), on-street parking, street trees, and curb extensions / bulbouts; and,
- Integrated stormwater management via rain gardens – in bulbouts and landscape buffer areas.

The diagrams on pages 24-26 offer conceptual street designs.

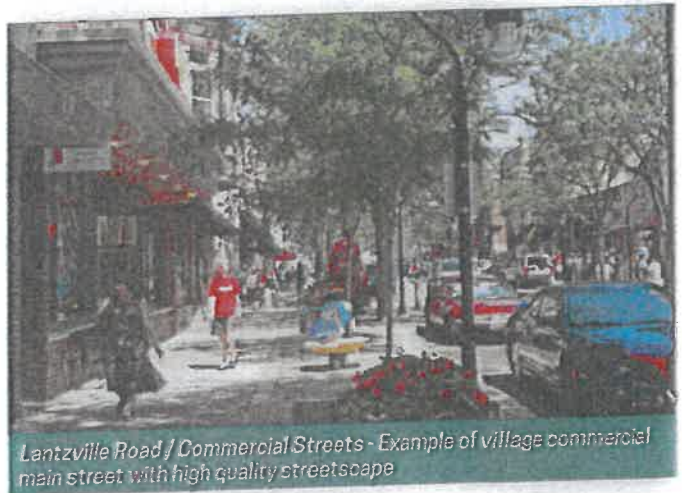
PUBLIC TRAILS/GREENWAYS

The trail and greenway network for the project is focused on creating multi-functional neighbourhood connections. All trails will [a] enhance pedestrian, cycling, and “rolling” (e.g., wheelchairs, walkers, strollers) connectivity and [b] provide tree canopy cover and urban habitat.

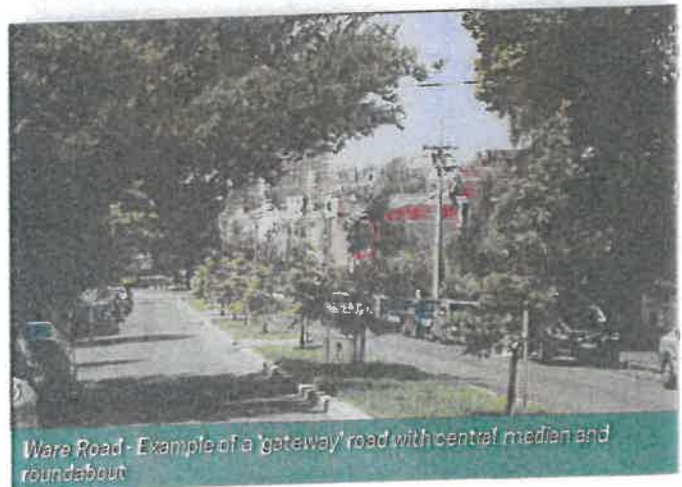
Further directions and concept designs for trails and greenway can be found in the next subsection 3.3.



New Streets - Example of neighbourhood street with sidewalk, green landscape buffer, and on-street parking

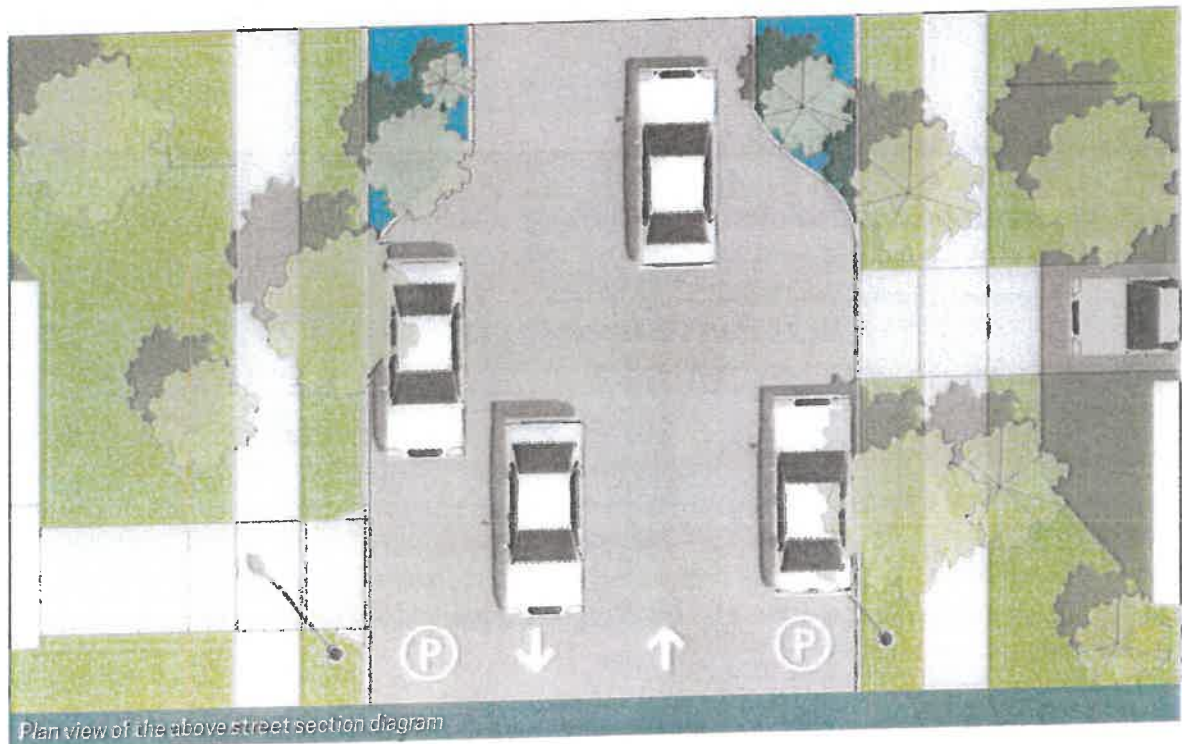
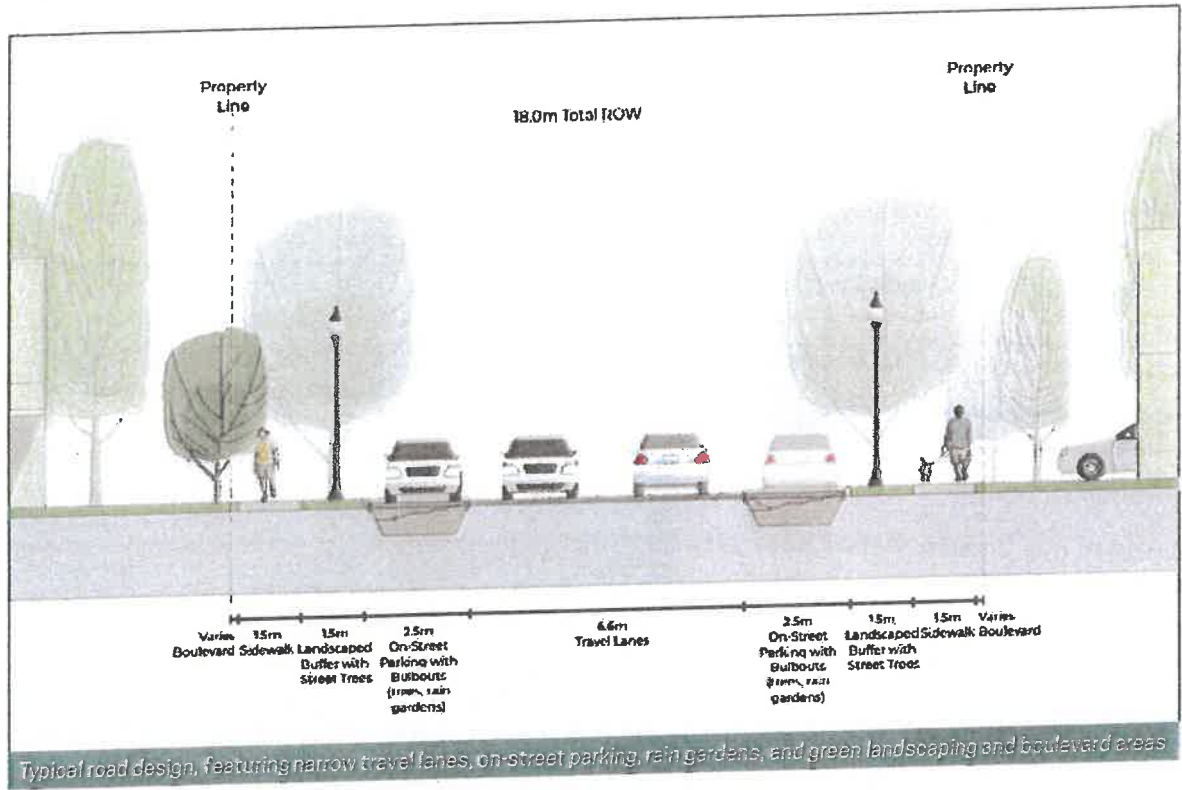


Lantzville Road / Commercial Streets - Example of village commercial main street with high quality streetscape

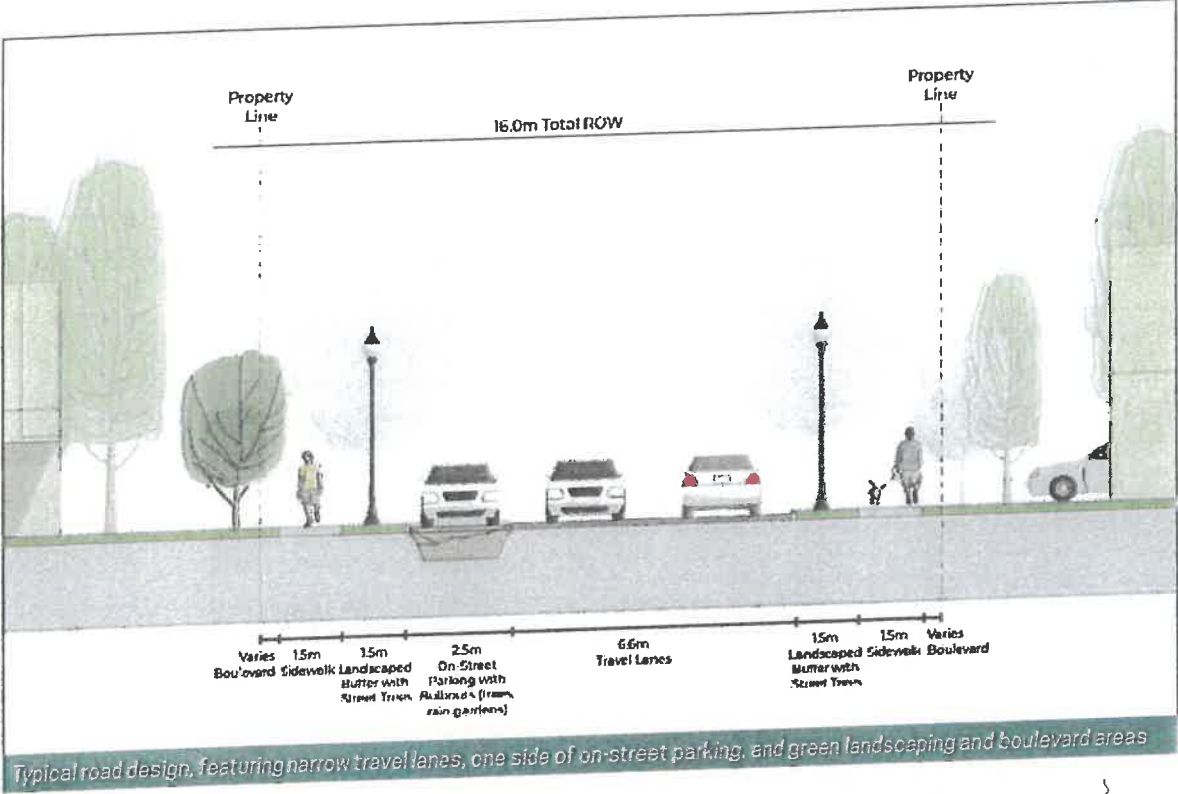


Ware Road - Example of a 'gateway' road with central median and roundabout

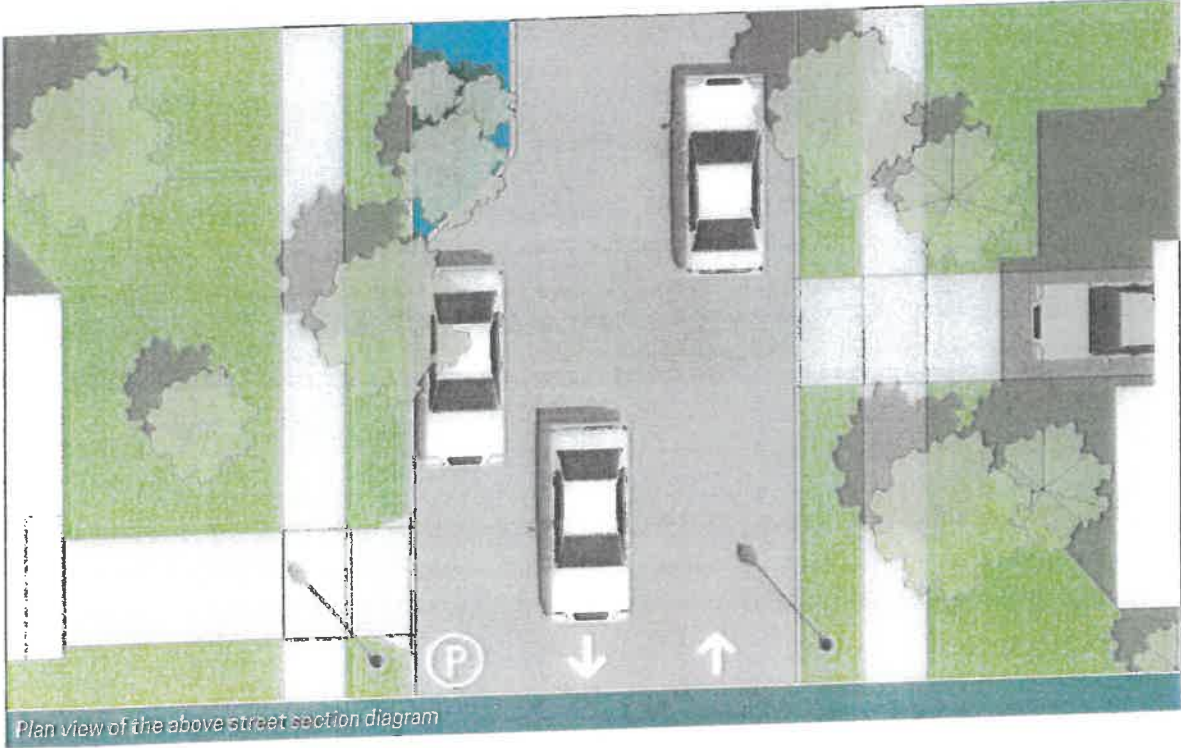
Local Street (Mixed Use): Concept Design



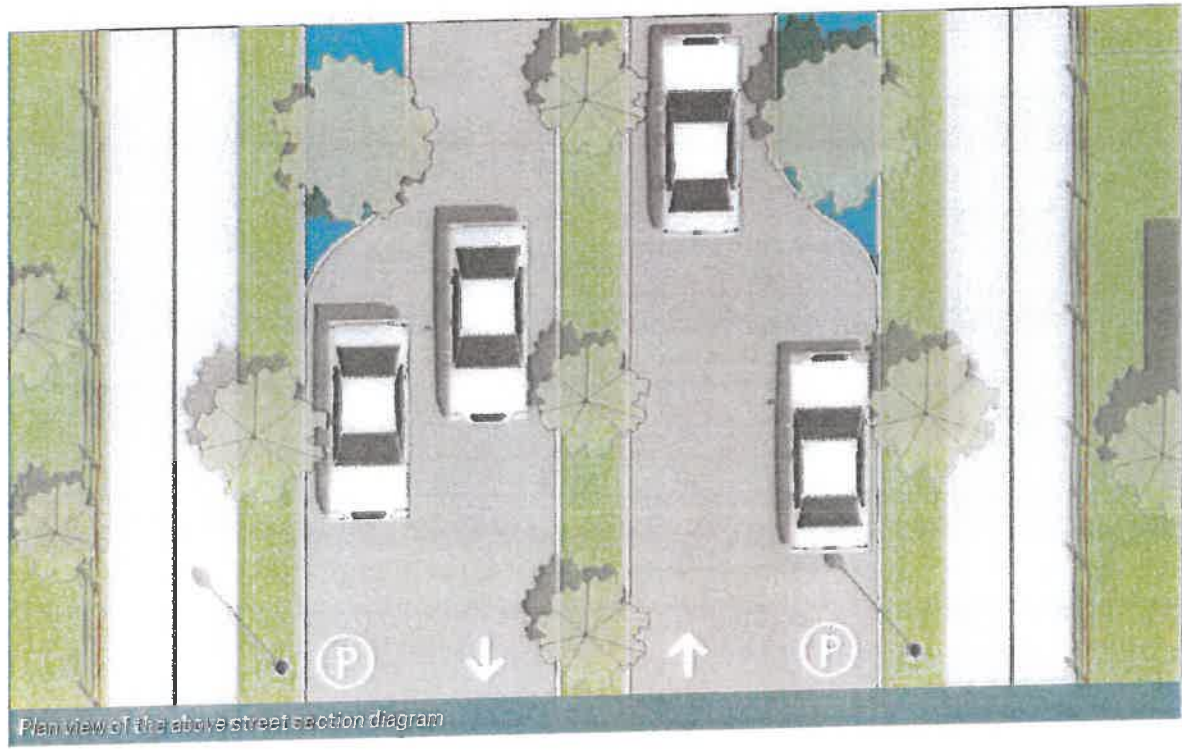
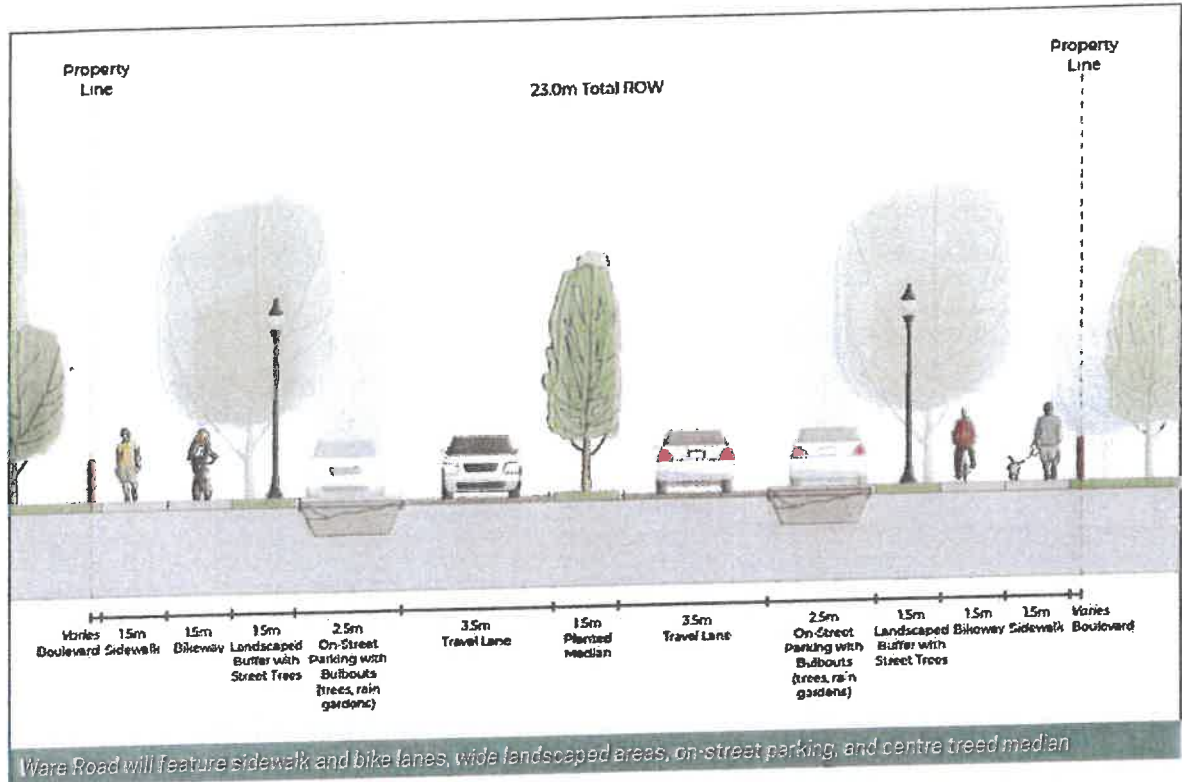
Local Street (Residential): Concept Design



5



Ware Road: Concept Design



3.3 OPEN SPACE PLAN

APPROACH

The Open Space Plan for the site is based on four primary goals:

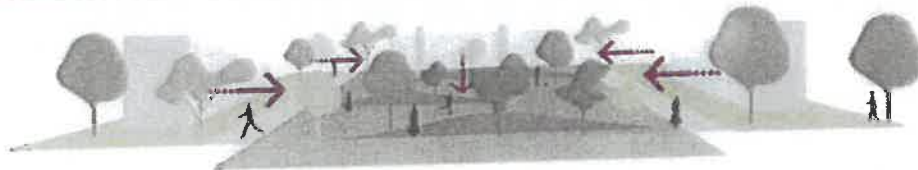
1. Gathering Places & Play Spaces

Provide high quality community gathering places, including opportunities for passive and active recreation.



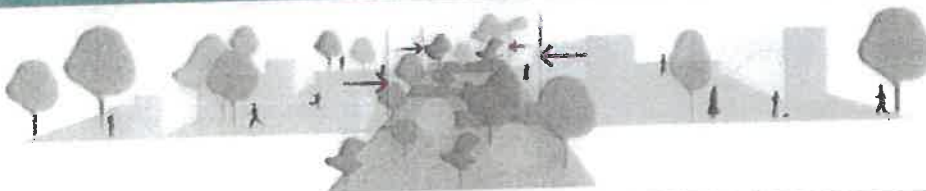
2. Connection to Nature

Provide abundant green space and treed areas throughout the site, including naturalized and landscaped open spaces on public and private lands.



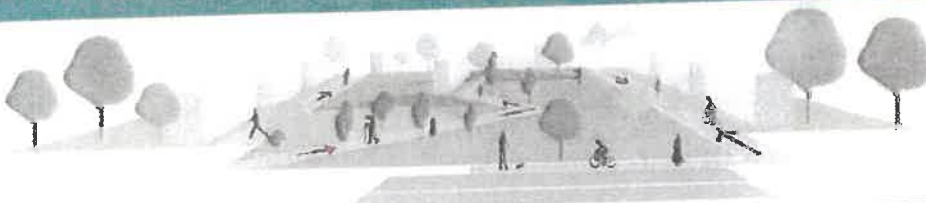
3. Sensitive Transitions

Provide treed landscape buffers between existing single-family neighbourhoods and the site.



4. Walkable Connectivity

Provide a comprehensive active transportation network of sidewalks, trails, and greenways to serve transportation and recreational needs.



OPEN SPACE NETWORK PLAN



The Open Space network includes a variety of active and passive recreational amenities, as well as trails designed to [a] facilitate walking and cycling to/from and within the wider village area and [b] create recreational walking routes in the neighbourhood.

The network includes [a] a large Community Park with potential for passive (e.g., seating, pathways) and active (e.g., playground, pickleball court, sport court) recreation features; [b] another large park area providing additional space for Playing Fields adjacent to the school play fields; [c] a Neighbourhood Park in the centre of the site; [d] landscaped buffers to the residential homes to the west and to the highway; [e] extensive neighbourhood trails/greenways, including connections to adjacent streets and mid-block connections to enhance pedestrian mobility; and [f] active transportation connections to adjacent neighbourhoods.

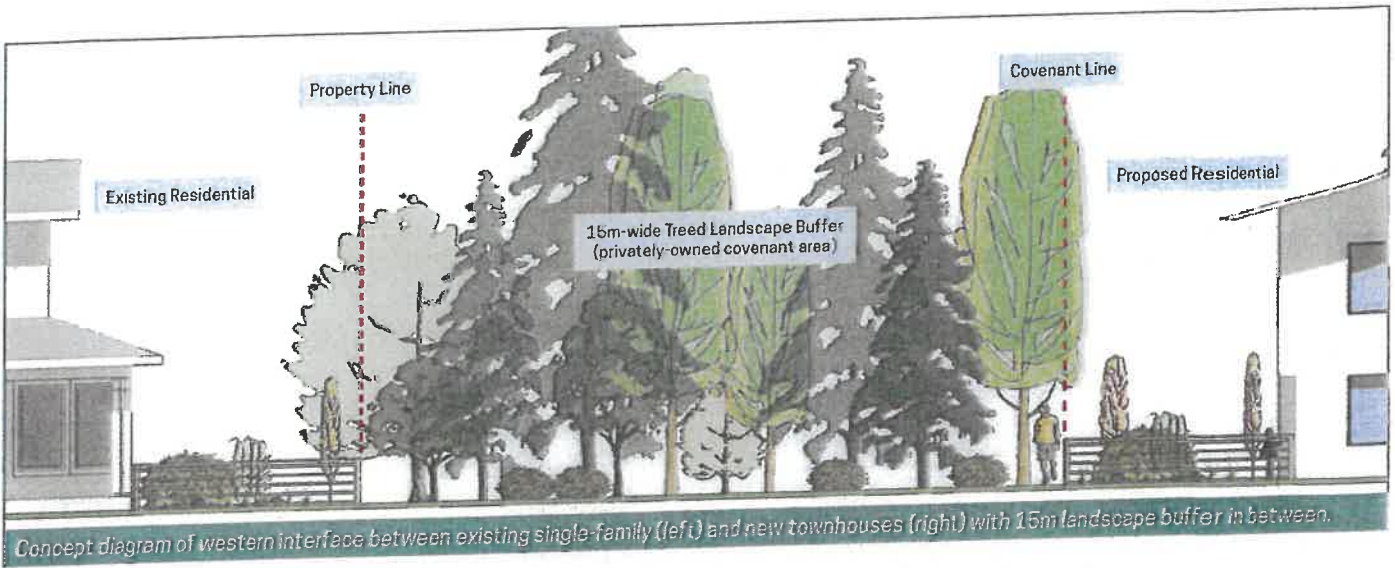
- Public Parks
- Community Lands
- Greenways/Trails
- Examples of potential Private Open Spaces
- All other Open Spaces TBD

OPEN SPACE CONCEPT DESIGNS

This subsection provides concept designs for key open space features, including neighbourhood buffers, a public greenway/trail, and the central public park space.

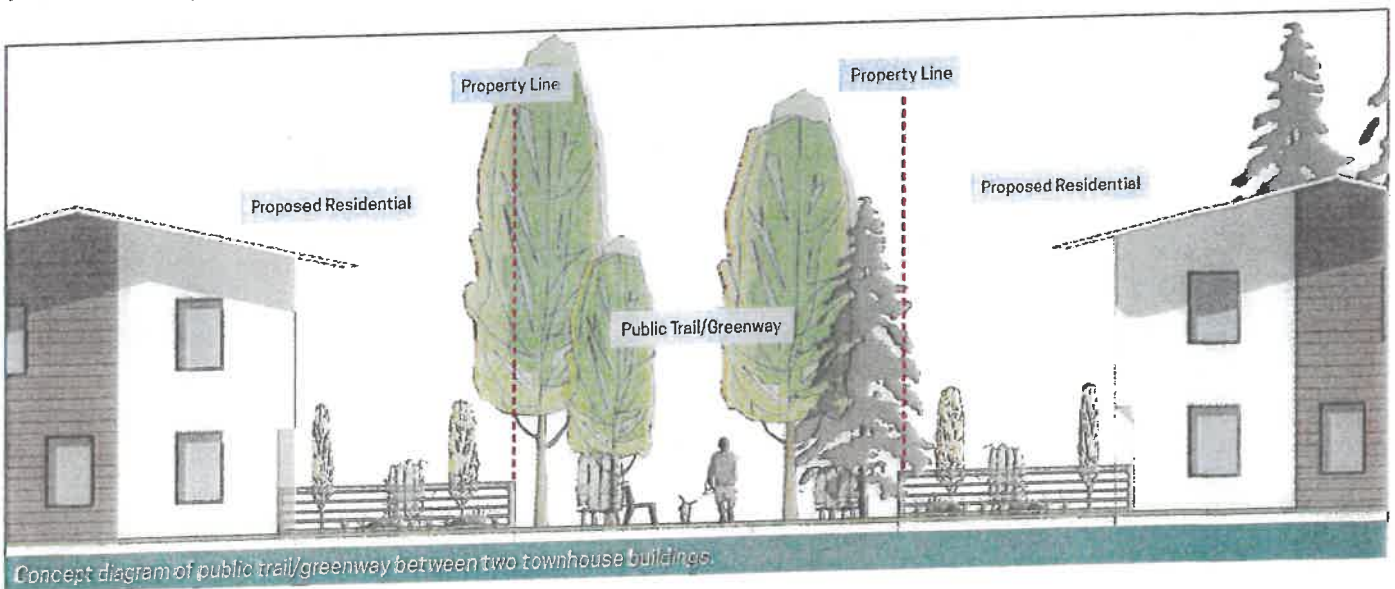
Landscape Buffer Concept

At the west and south boundaries of the site, a min. 15m landscape buffer (privately-owned covenant area) is proposed between new development and existing homes (or highway).



Public Trail/Greenway Concept

The proposal includes a number of public trails and greenways through the site, often functioning as mid-block walking/cycling connections.



Community Park

On the west side of the site, a new community park is proposed. This is envisioned as a multi-functional community gathering place that encourages social interaction, passive and active recreation, and neighbourhood connectivity.


Below is a preliminary conceptual design intended to show the types of elements that may be included in the park's development, which will ultimately be determined through a future District process.




VISUALIZING PUBLIC SPACES

Public spaces are envisioned as pedestrian friendly and green network of active transportation connections and community gathering places. The gallery below provides examples of these new public spaces.


PEDESTRIAN-FRIENDLY & GREEN STREETS



Village street with wide sidewalks, active retail frontage, street trees, and rain gardens




Street in a lower density area with sidewalks, street trees, and on-street parking




Street in a multi-family area with sidewalk, street trees, and landscaping in the front setback


TRAILS & GREENWAYS



Two trail connections meeting within a large town-house development




A pedestrian connection within a private development




A narrow trail and wider community greenway intersect on a multi-family site

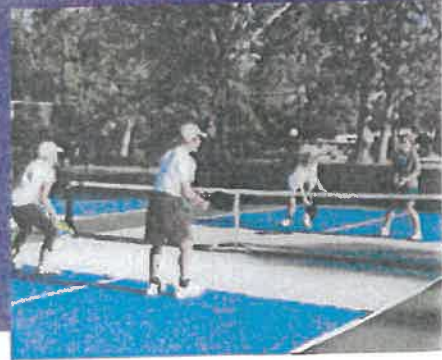
PARKS & OPEN SPACES



A community park with central gathering space



A community park with large play space and walking trails



Active recreational opportunities in a community park, such as pickleball

URBAN FOREST & INVASIVE SPECIES

Tree Planting & Urban Forest

The District will seek to enhance the urban forest in the village by following the strategies, which should supplement relevant current and future District bylaws.

Strategies

A. Proposed trees should have access to the following minimum soil volumes:

- Large-canopied trees: 15m³
- Medium-canopied trees: 12m³
- Small-canopied trees: 8m³

B. Street trees will be planted along all improved streets in the subject area according to the following guidelines:

- Select large full-canopied trees where possible.
- Space trees as follows:
 - Large-canopied trees: 10-12m apart
 - Medium-canopied trees: 6-10 m apart
 - Small-canopied trees: 6 m apart
- Install min. 450mm depth of soil in boulevards and show that proposed trees will have access to sufficient soil volumes (see guidelines above).
- Minimum boulevard width is to be 1.5m to allow for planting of boulevard trees, with increased width in areas of boulevard rain gardens.
- Tree species to be native or adaptive non-native tree species selected by a registered Landscape Architect.

C. Plant trees in public parks and open spaces.

- Prioritize municipal budgets to plant and maintain trees in public spaces.
- Plant large full-canopied trees where possible.
- Minimize impervious surfaces and provide a minimum of 20% of the site area in soft landscaping with deep soils.

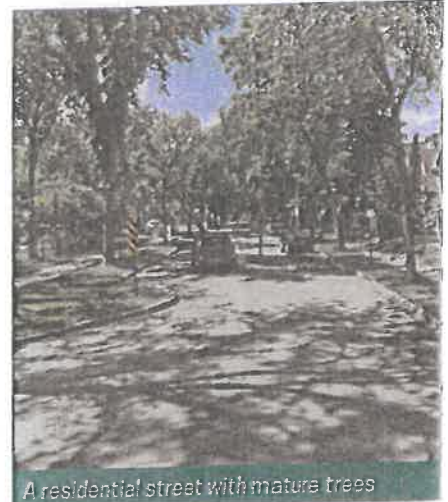
Invasive Species Management

This site is characterized by previously-disturbed lands with limited on-going maintenance and management. Due to the disturbed and isolated nature of the site, most of the site works will pose minimal impacts on the surrounding landscape or existing ecological values. That said, invasive species management will be conducted during project development according to Best Management Practices and overseen by a qualified professional.

Two key reference documents for relevant species removal are:

Controlling Invasive Plants on your property-5th Ed. 2017. District of Saanich. <https://www.saanich.ca/assets/Community/Documents/Environment/Invasive%20Plants%20Booklet%202015%20web.pdf>

Controlling Invasive Plants: Information and Process Package, City of Nanaimo. https://www.nanaimo.ca/docs/services/home-and-property/invasive_plants.pdf



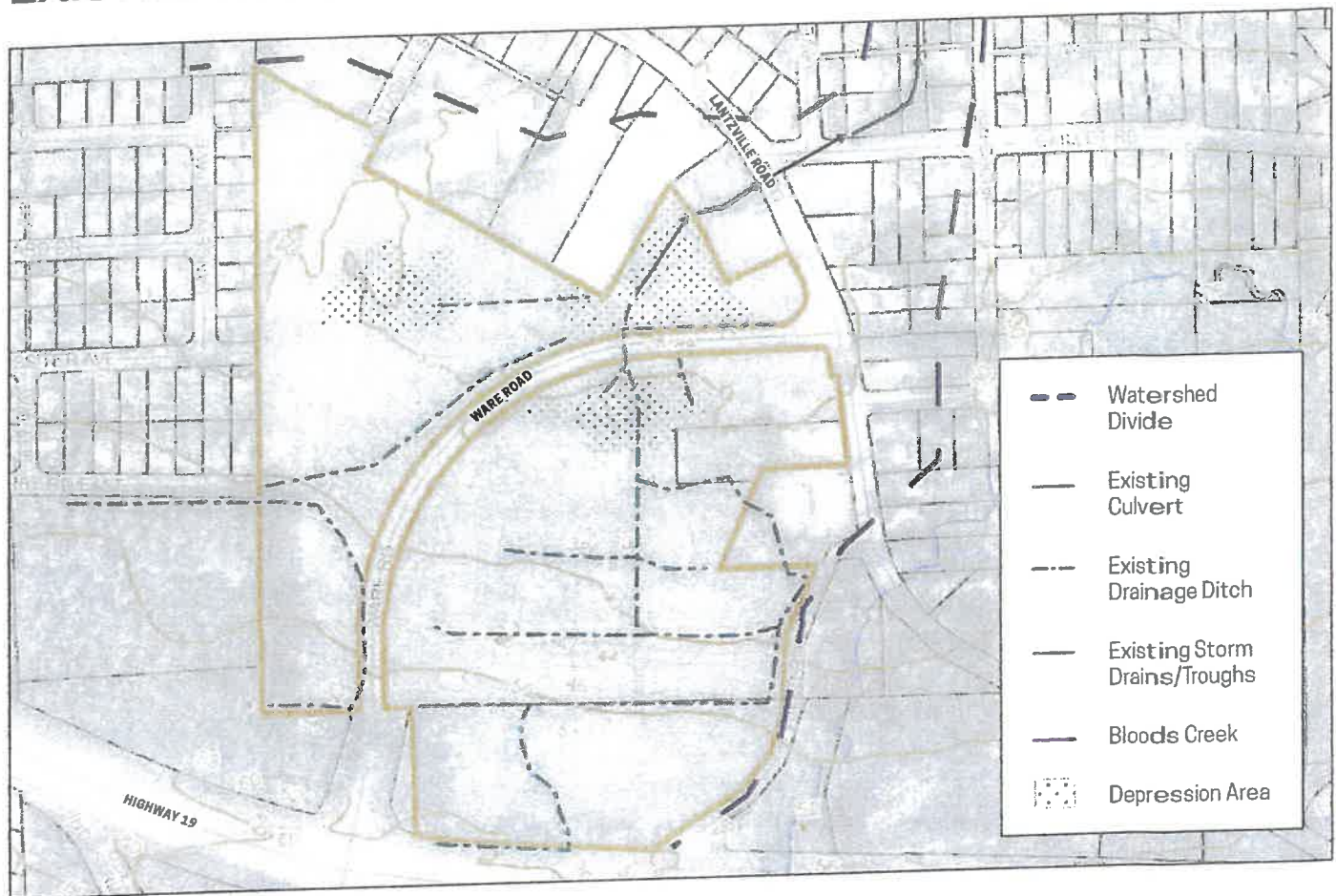
A residential street with mature trees



A new development with street trees

3.4 STORMWATER MANAGEMENT PLAN

EXISTING CONDITIONS



Site Watershed

The site is located within the Nanoose to South Wellington Watershed and is part of a sub watershed that drains north into the Salish Sea. The watershed extends south and crosses the Island Highway. Significant runoff flows onto the site from the Harby Road ditch. There are several depression areas (see existing drainage plan on the right) that are ephemerally wet. The lower watershed (north of the Lantzville Road) is comprised of mostly single unit homes and a few commercial properties.

Existing Site Drainage

The site is divided into two main drainage areas by Ware Road. Rainwater that falls on the north and east side of Ware Road flows via several rough ditches and collects in a depression area adjacent to Ware Road. Water is conveyed via a culvert under Ware Road from which it flows in a ditch towards Lantzville Road. On the south and west sides of Ware Road, water in the lower area drains to a depression south of the school. The south part of this sub-catchment area and runoff from Harby Road flow in a ditch. Water from both areas flow to the east and converge with the runoff from the north/east drainage areas. Water flows in a ditch/slough to a culvert on Lantzville Road near the intersection of Caillet Road. From there it flows in a series of storm drains and concrete troughs before discharging to the ocean at the end of Jacks Road.

It is important to note that the ditches and related drainage elements do not represent natural features and are a product of historical site works followed by a lack of maintenance or improvements.

APPROACH

A stormwater management plan (SWMP) was developed in collaboration between Newcastle Engineering and Murdoch De Greeff Landscape Architects. The SWMP focuses on applying key source control best practices and on meeting the stormwater regulations of the District's Subdivision and Development Works and Services Bylaw.: The SWMP seeks to:

- A. Ensure post-development stormwater quantity and quality will be maintained to pre-development conditions;
- B. Retain natural water flows on the land as long as possible; and.
- C. Maximize clean runoff to receiving waterbodies using biofiltration measures.

The SWMP will achieve this through:

- A. **Infrastructure Improvements** - upgraded piped storm sewer infrastructure to handle overflows from the site-based facilities and to accept and convey drainage from upstream tributary areas.
- B. **Parks, Plazas, and Greenways** - maximizing soft landscaping and utilizing absorbent landscaping and rain gardens.
- C. **On street Strategies** - rain gardens integrated throughout and sized according to the impervious surface of each roadway;
- D. **Private Land** - minimizing impervious surfaces, shared detention and filtration features (e.g., large rain gardens, swales), and other solutions;

The following subsection details the implementation strategy for the SWMP within the Village South Special Plan Area.



IMPLEMENTATION

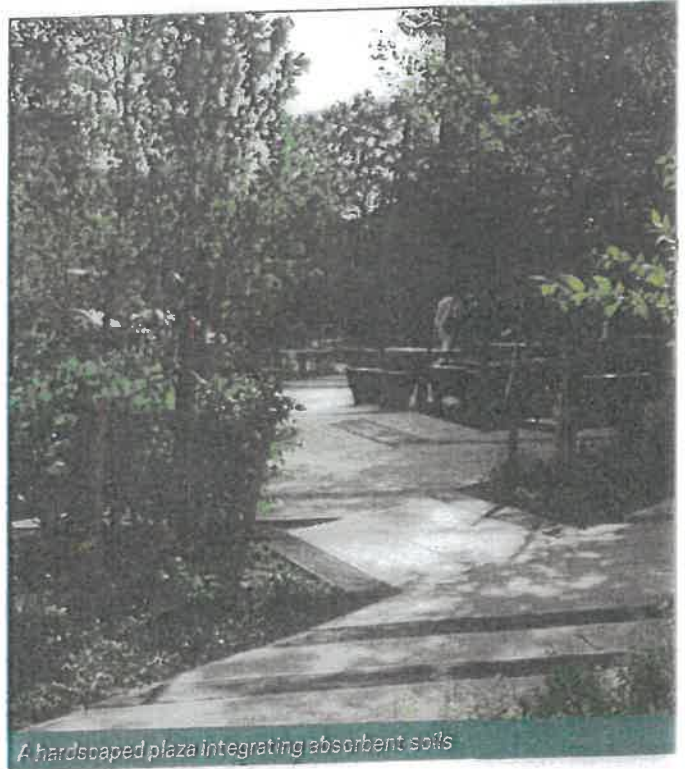
Infrastructure Improvements

Strategy

The developer will complete the following drainage works within and downstream of the subject properties:

- A. Construction of a piped drainage system from the intersection of Lantzville and Caillet Roads along Caillet Road to Jacks Road and along Jacks Road to the ocean.
- B. Reconstruction of a portion of the existing storm sewer at the west end of Caillet Road to lower its elevation sufficiently to accept drainage from the lowest areas of the subject properties and to allow for possible future construction of underground parking structures drained by gravity.
- C. Construction of a piped storm sewer system in Lantzville and Ware Roads to serve the proposed development and to accept and convey drainage from upstream tributary areas.

See the Preliminary Servicing Study (September 2, 2021) prepared by Newcastle Engineering for more details.



Parks, Plazas, & Greenways

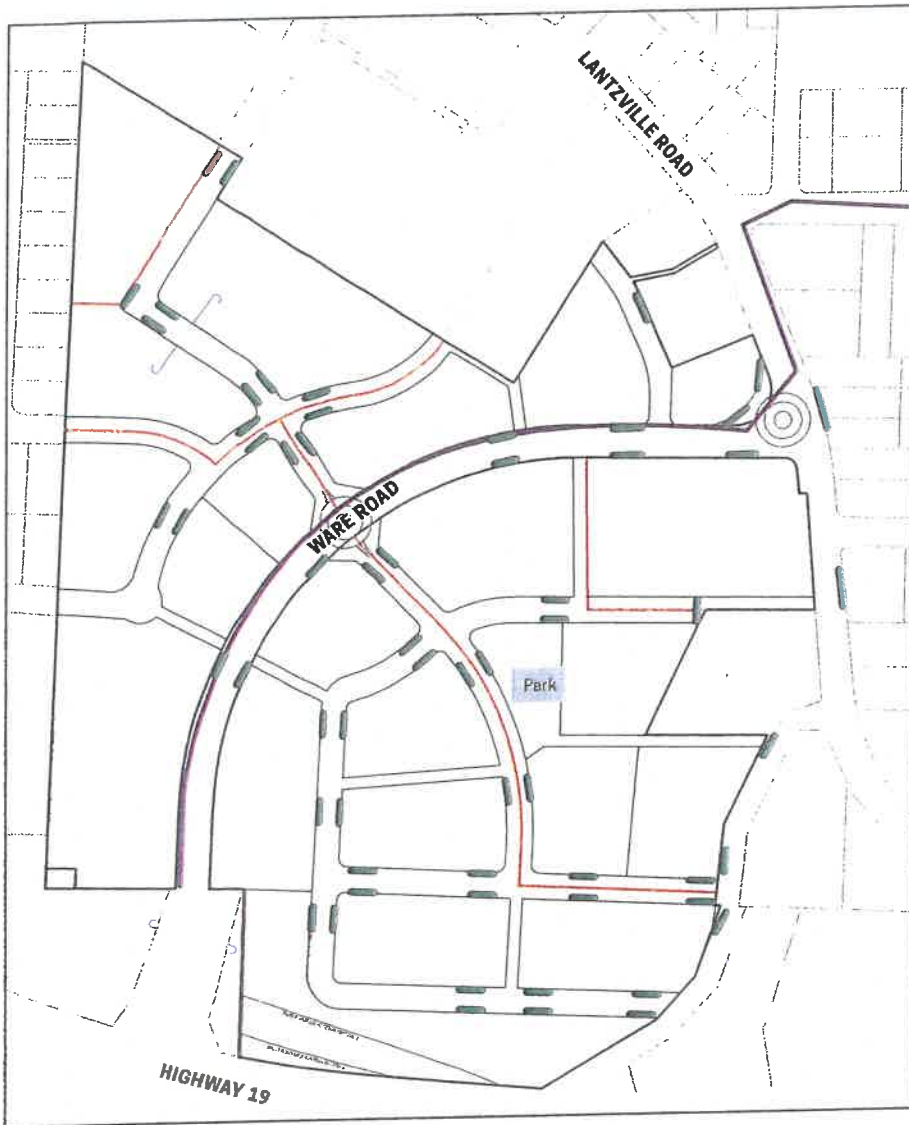
Strategy

All new parks, plazas, and greenways will be designed with sufficient capacity to meet the storm water requirements of the District's Subdivision and Development Works and Services Bylaw. Solutions include:

- A. Maximize the use soft landscaping areas with deep soils as absorbent landscape.
- B. Direct runoff from pathways and small paved surfaces to absorbent landscape.



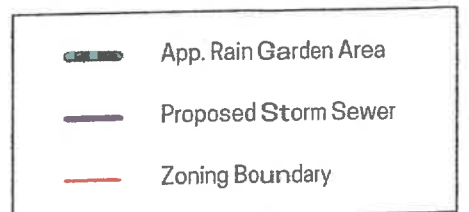
* The term 'catchment area' refers to the total up-slope impervious surface area that drains to a known collection point, such as a catch basin or rain garden.



Large rain garden in a residential street



Large rain garden on a civic site



On Streets

Strategy

Ware Road and all new roads will incorporate rain gardens of sufficient capacity to meet the storm water requirements of the District's Subdivision and Development Works and Services Bylaw.

- A general guideline for this site is that rain gardens should be sized to app. 6-8% of the impervious area of the catchment area, if designed with minimum 600mm growing medium depth, high growing medium infiltration rates and minimum 150mm flood depth.
- Rain garden designs to be prepared by appropriately qualified professional.
- Prioritize municipal budgets to maintain boulevard rain gardens.
- Design rain gardens with an underdrain and overflow drain sized to convey large storm events.

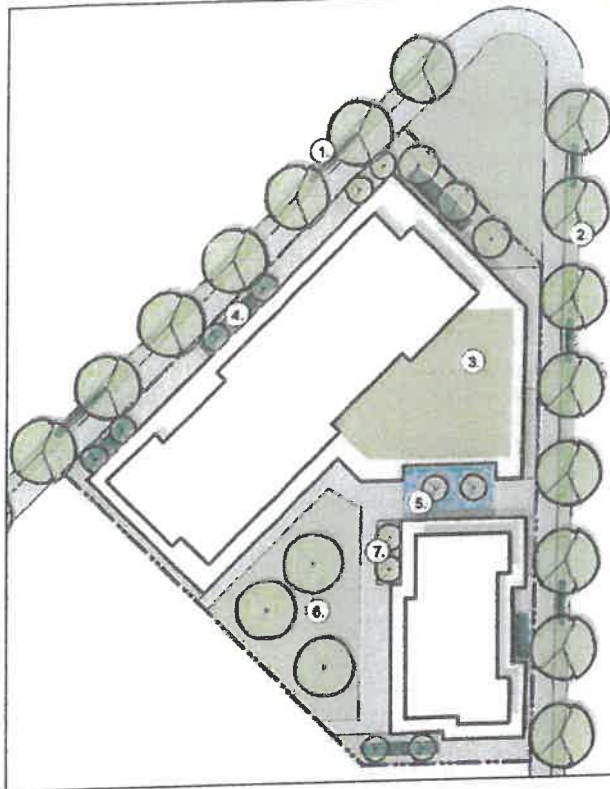
Concept Plan

The adjacent plan conceptually shows the space needed to meet District requirements to store / treat road runoff.

An integrated stormwater approach is shown, which directs rainwater runoff to rain gardens distributed throughout the site. This approach fits rainwater management into boulevard space and curb bulbouts (in parking lanes), which conserves land, creates more green space, separates pedestrians from cars, and helps calm traffic.

The road side rain gardens can be designed with sediment sumps and low maintenance plantings to assist with maintenance requirements.

See page 38 for further details on rain gardens.



1. On-street rain garden sized to road catchment area
2. Boulevard with rain gardens and soft landscaping
3. Green roof to minimize impervious surface area
4. Rain gardens sized at 6-8% of impervious area in the catchment
5. Permeable paving and tree cells where required
6. Soft landscaping as absorbent areas for paving runoff
7. Tree plantings, favouring largest suitable trees for the site

Private Land

Strategy

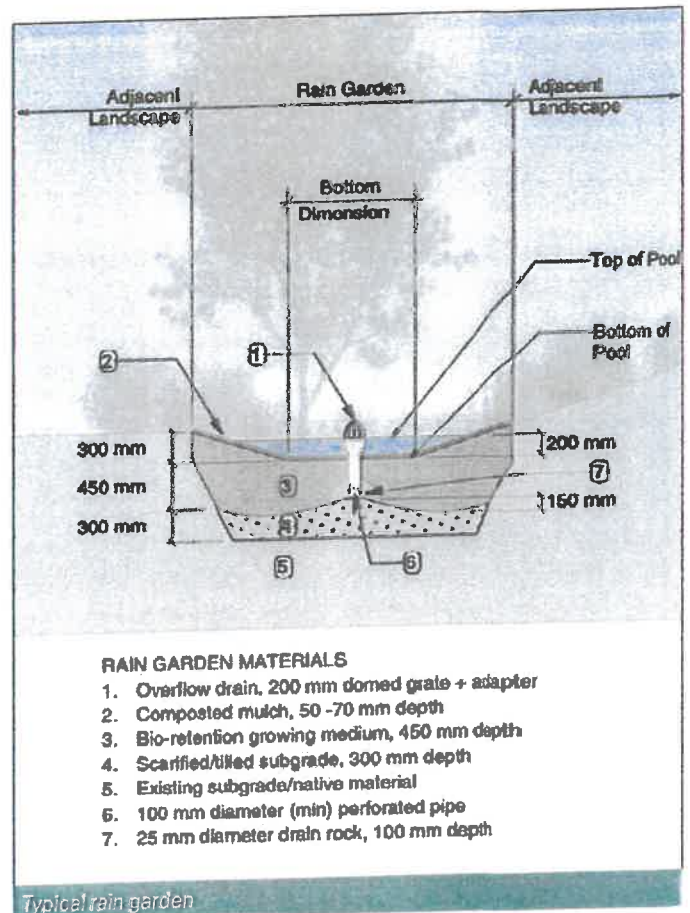
A combination of landscape-based best management practices will be required at the Building Permit stage, designed with sufficient capacity to meet the storm water requirements of the District's Subdivision and Development Works and Services Bylaw. Potential solutions include:

- A. Minimizing impervious surfaces.
- B. Utilizing rain gardens to meet the District's stormwater requirements.
 - A general guideline for success is that rain gardens should make up app. 6-8% of the impervious area in the catchment (site) area,
- C. Using permeable paving where rain gardens are not possible (or use in combination with the above, where appropriate).

Conceptual Plan

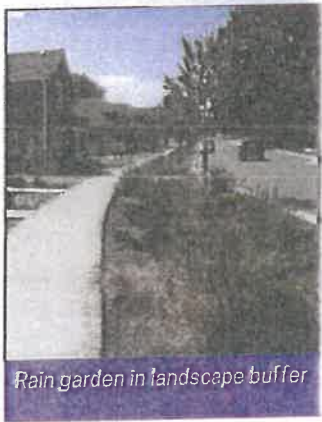
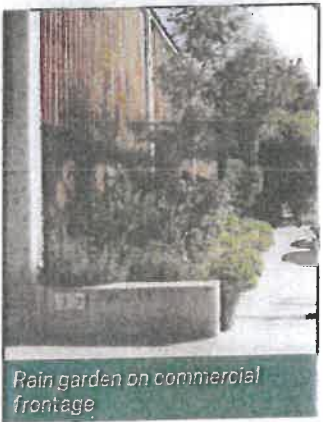
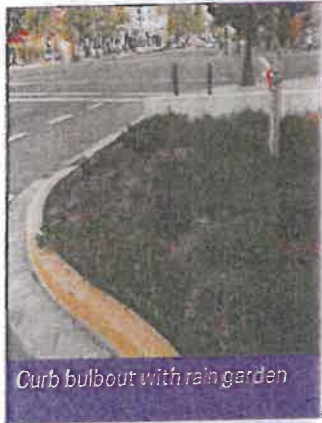
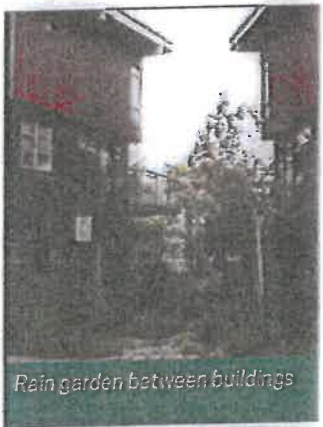
The adjacent plan conceptually shows a number of strategies to meet storm water requirements on private land.

Rain gardens are a cost-effective solution that can be designed on a site-by-site basis. Permeable pavement can also be used to reduce pollution load and runoff from driveway surfaces.



RAIN GARDENS

Below, you will find examples of rain gardens integrated into private development (“on site”) and into the public streetscape (“on street”).



Overview

Swales and rain gardens form essential parts of an integrated storm water system. They control the flow of storm water around a site, attenuate flows, remove pollutants, increase infiltration, and capture debris.

Rain garden designs are to be prepared by appropriately qualified professional and designed with an underdrain and overflow drain sized to convey large storm events.

Maintenance

These areas are considered to be **Class 3 Moderate Area** requiring regularly scheduled weeding, debris removal, and thorough inspections to identify damage or deterioration in the system. Inspections will determine when other maintenance activities such as repair, pruning, or irrigation may be required.

Level 3 Moderate Maintenance

Objective: To present a neat, moderately groomed appearance with tolerance for wear and tear from moderate traffic.

Maintenance Practices: Routine maintenance at a moderate frequency and intensity. Regularly monitor for deterioration and to determine maintenance priorities. Some tasks require a Qualified professional.

Maintenance of Bioretention Facilities

Swales and rain gardens function best when they are planted, and much of their regular maintenance involves activities that are typical of areas planted with perennials. Common maintenance activities for perennial plantings include fertilizing, mulching, planting, pruning, repairing, transplanting, watering, and weed control. In addition to the maintenance requirement of the plantings themselves, the following maintenance activities should be performed regularly to ensure their long-term performance::

- **EACH VISIT:** Inspect all drain inlets, outlets, fore-bays and catchment areas for debris/damage/excessive sediment.
- **EROSION REPAIR:** identify and address the cause of erosion.
- **SEDIMENT REMOVAL:** remove sediment and debris from drain inlets.
- **CLEAN INLETS / OUTLETS:** remove all debris from drain inlets and outlets.
- **CAMERA UNDERDRAIN:** Inspect underdrains to ensure continued function.
- **CLEAN CATCH BASIN:** Remove silt and debris to maintain catch basin capacity.

3.5 SERVICING & INFRASTRUCTURE

SITE SERVICING

Sanitary Sewer

The development area is within the District's existing sanitary sewer catchment area. There are existing sanitary mains in Ware (300/375 diameter) and Lantzville (200/375 diameter) Roads, which are sized to accommodate the full build-out of the proposal. The developer will construct new sewer mains and lines throughout the development, on private property and on new public roads.

Please, refer to the full servicing report by Newcastle Engineering, including a diagram of the existing District sanitary sewer system.

Water

There are existing water mains in Ware and Lantzville Roads (250 diameter and 200 diameter respectively), which are sized to accommodate the full build-out of the proposal. The developer will construct new watermains within the new internal road network.

Well 11 will be connected to the District of Lantzville water system at the Developer's cost and a suitably-sized parcel will be dedicated to the District in order to supplement the District of Lantzville water supply.

Please, refer to the full servicing report by Newcastle Engineering, including a diagram of the existing District water system.

Storm Sewer

The developer will construct significant improvements to the existing storm sewer system – through the subject properties, in Ware and Lantzville Roads, and downstream along Caillet and Jacks Roads to a new outfall on the foreshore at the bottom of Jacks Road. The new storm sewers will be designed to convey post-development flows from the upstream tributary area.

Please, refer to the full servicing report by Newcastle Engineering, including a diagram of the proposed storm sewer works. Also, see Section 3.4 for the stormwater management plan.

Geotechnical

Geotechnical findings from Lewkowich Engineering Associates Ltd. confirm that the lands are considered safe for the use intended. Some unfavourable (soft clay) areas and a higher water table were identified challenges; however, recommendations have been provided to safely support development in these areas.

Please, refer to the geotechnical report from Lewkowich Engineering Associates Ltd.

Roads

Both sites presently have public road access.

The developer will [a] construct frontage/streetscape improvements to Ware, Lantzville, and Wiles Roads; [b] construct intersection improvements at Ware/Lantzville Road, including a new roundabout; and [c] construct a new internal road network, as shown on the Concept Plan.

Please, refer to the impact summary in Section 4.2 and the full Traffic Impact Assessment by Watt Consulting Group.

3.6 URBAN DESIGN

DEVELOPMENT PERMITS

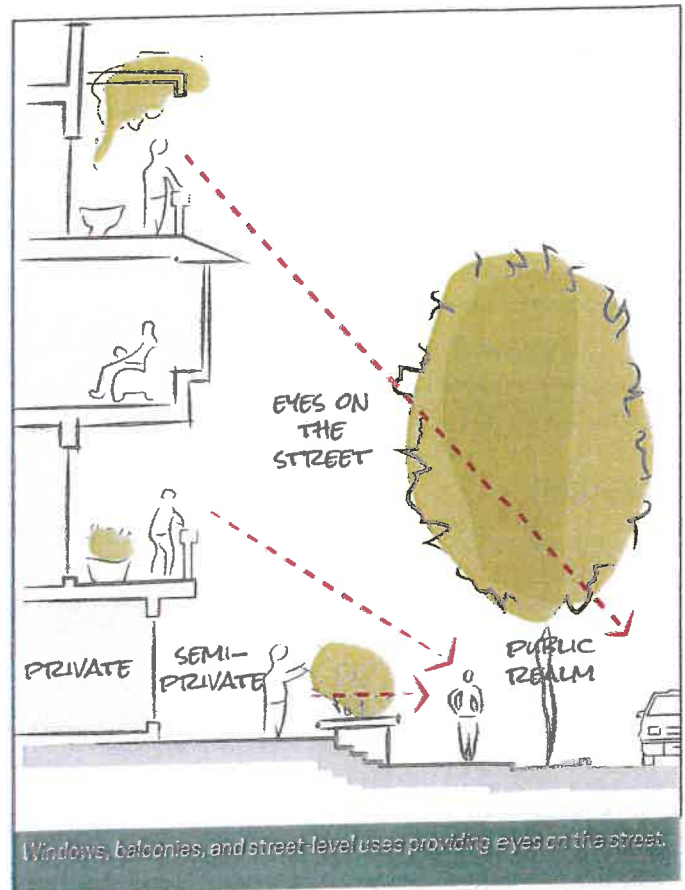
The District's DPA 8 Village Form & Character will apply to the plan area at the Development Permit stage. Therefore, these guidelines look to "fill the gaps" between the other contents of this application and the provisions of DPA 8 in the OCP.

- Notwithstanding the above, a Building Scheme will replace the need for a Development Permit for Intensive Residential within the subject properties.

ADDITIONAL DESIGN GUIDELINES

Building Design & Materials

- Generally design buildings in a contemporary West Coast style, with a focus on materials that are durable, high-quality, and consistent in their application, while avoiding a 'thin veneer' look and feel.
- Orient primary building facades and entries to the fronting street or open space to create street edge definition and activity.
- Use architectural and landscape features to create well-defined, clearly visible, and universally accessible primary building entrances.
- Break up the perceived mass of large buildings by incorporating visual breaks in facades
- Design all multi-family, commercial, and mixed-use buildings to have transparent frontages to promote "eyes on the street", using strategies such as:
 - Having continuous commercial and retail uses with windows and primary entrances facing the street;
 - Having ground-oriented residential units with windows and primary entrances facing the street; and,
 - Locating and designing windows, balconies, and primary building facades to promote activity and natural surveillance of the street.
- Avoid blank walls at grade wherever possible.

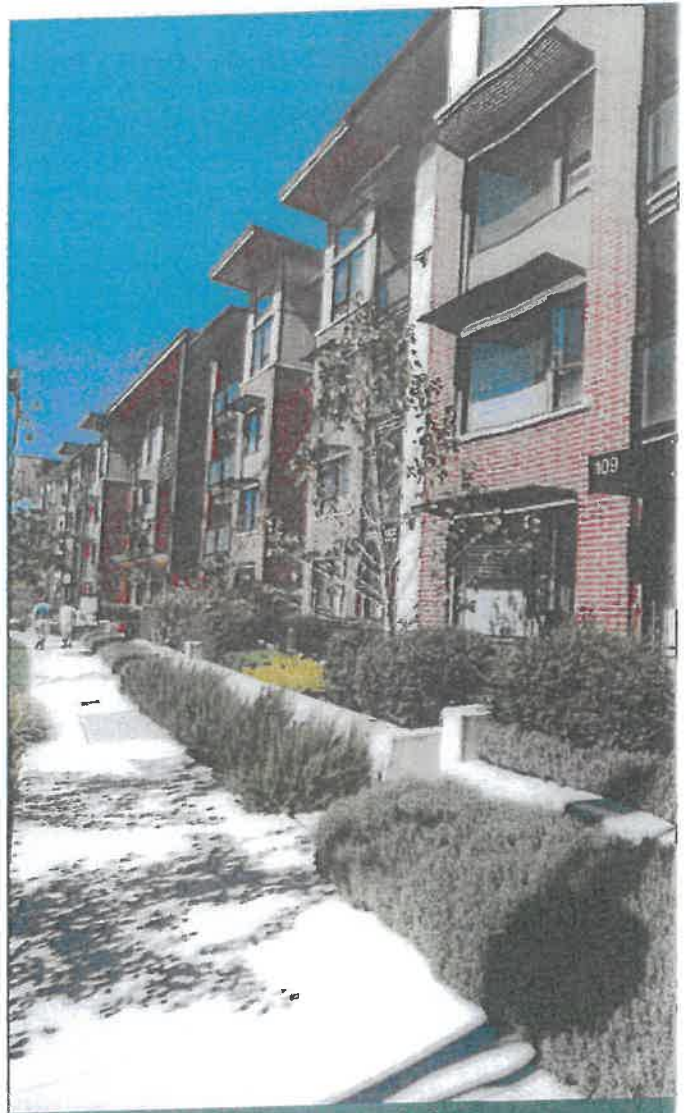


For Commercial and Mixed Use Buildings:

- G. On commercial frontages, incorporate frequent entrances (every 15m maximum) to create punctuation and rhythm along the street, visual interest, and support pedestrian activity.
- H. On retail frontage, site and set back buildings to create a minimum 3m sidewalk and permit opportunities for patio space and small plazas
- I. Site buildings using a common 'build to' line at or near the front property line so that a continuous street frontage is maintained. Some variation (1-3m maximum) can be accommodated in ground level set backs to support pedestrian and retail activity by, for example, incorporating a recessed entryway, small entry plaza, or sidewalk cafe.
- J. Incorporate frequent entrances into commercial street frontages to create punctuation and rhythm along the street, visual interest, and support pedestrian activity

For Multifamily Buildings:

- K. Set back residential buildings on the ground floor between 3-5m from the property line to create a semi-private entry or transition zone to individual units and to allow for an elevated front entryway or raised patio.
 - A height of 0.4-1.2m (e.g., 2-6 steps) is desired for front entryways.
- L. Incorporate individual entrances to ground floor units accessible from the fronting street or public open spaces.
- M. Design facades to articulate individual ground-oriented units (e.g., townhomes) as architectural intervals, using strategies such as recessing or projecting facades or using entrance or roofline features).



A multifamily building with ground-oriented units.

Parking, Services, & Driveways

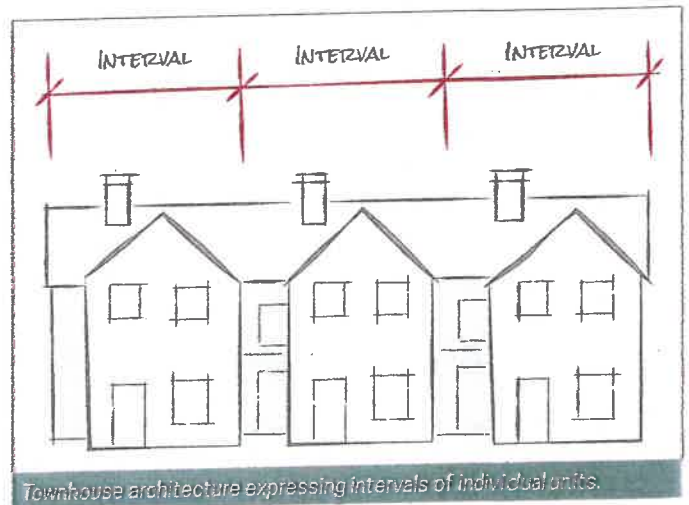
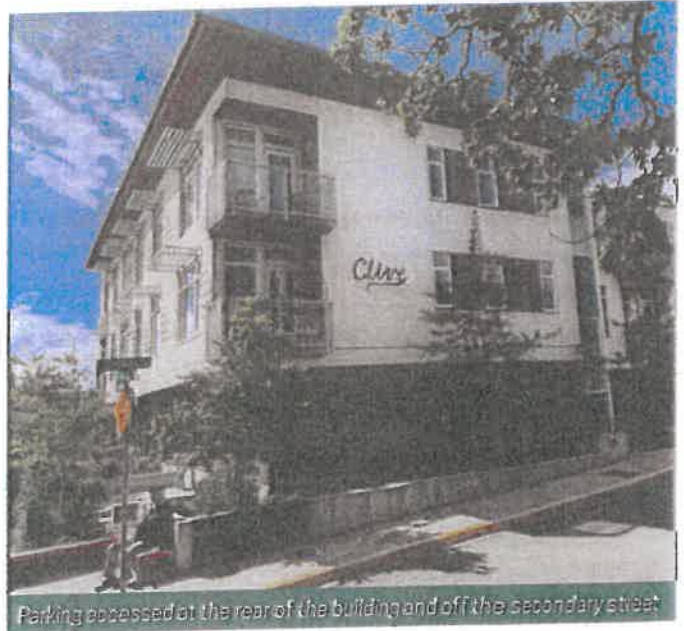
- A. Ensure the provision of adequate servicing, vehicle access, and parking while minimizing negative impacts on the safety and attractiveness of the public realm by, for example, accessing parking via a secondary street.
- B. Locate off-street parking and other 'back-of-house' uses (such as loading, garbage collection, utilities, and parking access) away from public view.
- C. Ensure utility areas are clearly identified at the development permit stage and are located to not unnecessarily impact public or common open spaces.
- D. Driveway cuts on the public street should be minimized to preserve landscaping and on-street parking.

For multifamily, mixed use, and commercial projects:

- E. Accommodate off-street parking in one of the following ways, in order of preference:
 - Underground;
 - Parking in half-storey (where it is able to be accommodated to not negatively impact the street frontage);
 - Garages or at-grade parking integrated into the building (located at the rear of the building); and
 - Surface parking in the rear, with access from the lane or secondary street wherever possible.
- F. In cases where publicly visible parking is unavoidable, screen using strategies such as:
 - Landscaping;
 - Trellises;
 - Grillwork with climbing vines; or
 - Other attractive screening with some visual permeability.

For Townhouses and other ground-oriented building typologies:

- G. Rear-access garage or integrated tuck under parking is preferred, in general.
- H. Centralized parking areas that eliminate the need to integrate parking into individual units are supported.
- I. Front garages and driveway parking are acceptable in townhouses facing internal strata roads, with the following considerations:
 - Architecturally integrate the parking into the building and provide weather protection to building entries; and
 - Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the facade.



Site Planning & Landscaping

- A. Incorporate easy-to-maintain traffic calming features, such as on-street parking bays and curb extensions, textured materials, and crosswalks.
- B. Design attractive, engaging, and functional on-site open spaces with high quality, durable, and contemporary materials, colors, lighting, furniture, and signage.
- C. Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.
- D. Design internal strata roadways to serve as additional shared space (e.g., vehicle access, pedestrian access, open space) using strategies such as:
 - High-quality pavement materials (e.g., permeable pavers); and
 - Providing usable spaces for sitting, gathering and playing.
- E. Use landscaping materials that soften development and enhance the public realm.
- F. Plant native and/or drought tolerant trees and plants suitable for the local climate.
- G. Select trees for long-term durability, climate and soil suitability, and compatibility with the site's specific urban conditions
- H. Design front yards to primarily consist of soft landscaping (lawns, trees, shrubs, gardens). Where practical, no more than 40% of the front yard will be covered by hard surfaces.
- I. In addition to street trees, to provide shade and unify the neighborhood, at least one tree per ground-oriented dwelling unit front should be provided.



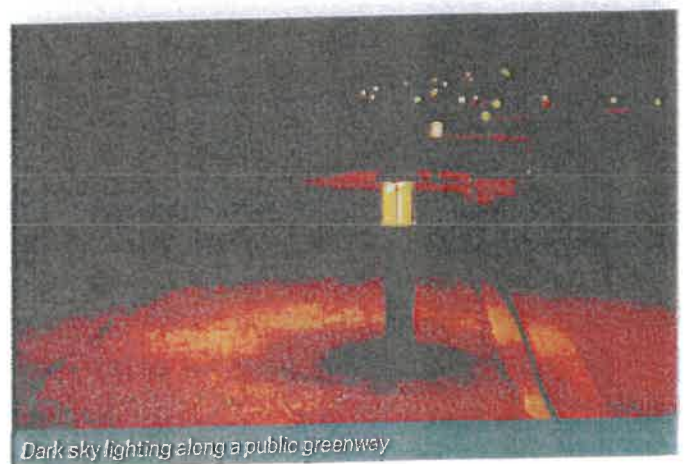
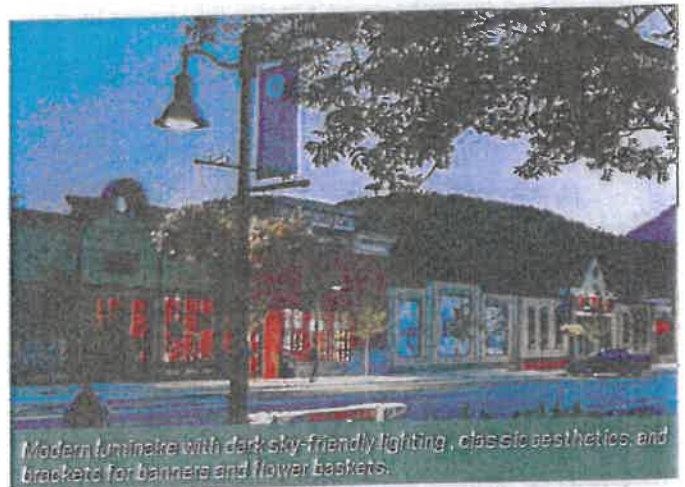
Drainage

- A. In addition to maximizing soft landscaping and permeable surfaces, each lot will utilize a combination of rain gardens, ponds, swales, and/or other drainage facilities to collect and convey stormwater from building roofs and other impervious surfaces.

Lighting in Public Spaces

Decorative luminaires will be installed on all public streets and in public open spaces (e.g., parks, greenways, plazas) according to the following guidelines:

- B. Is black in colour and representative of a minimalist, classic (or modern heritage) aesthetic consistent with the adjacent images.
- A. Adheres to dark sky principles, including down lighting that is shielded or full cut-off with no up-lighting.
- B. LED lights for energy efficiency while ensuring a 'warm white' colour temperature (e.g., 2500K-3,500K).
- C. In all on-street locations, incorporates power outlets.
- D. On Ware Road adjacent to Mixed Use sites and on Lantzville Road,, incorporates pedestrian-level fixtures and banner mounting brackets.



3.7 GHG EMISSIONS REDUCTION PLAN

OVERVIEW

Transportation and the built environment both play a key role in helping communities transition towards a low carbon future.

The redevelopment of Lantzville village is an opportunity to not only create a compact, walkable area that reduces our reliance on automobiles and fossil fuels but also utilize high performance buildings and other sustainability strategies.

STRATEGIES

Lantzville Village GHG Emissions Reduction Plan is focused on achieving practical and meaningful climate action in the eight areas outlined below.

1. Village Commercial & Mixed Uses

In smaller communities in British Columbia the transportation sector is typically the largest emitter of GHG emissions as people travel in vehicles to shop, work or other daily activities. Creation of a vibrant village core with a variety of commercial and institutional uses will greatly reduce the need to travel to adjacent centres and thereby reduce GHG emissions. Surrounding the village core with a higher residential density will encourage people live and walk to

STRATEGY #1

- 1.1 Support for the village core and encouragement to buy and shop local in order to reduce GHG emissions from the transportation sector.

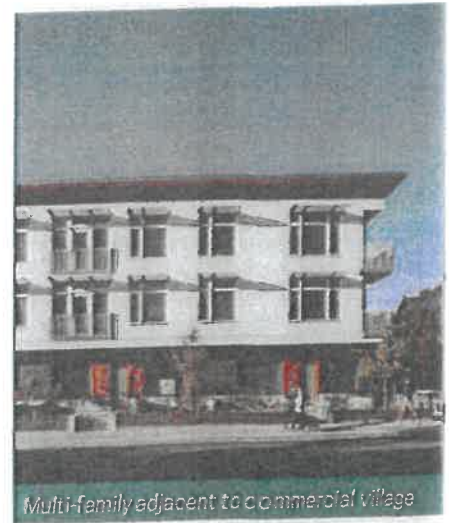
2. BC ENERGY STEP CODE

The Step Code is a province-wide performance standard requiring new buildings to attain higher energy performance by meeting set targets for the building envelope, mechanical system efficiency and airtightness. Energy modeling software and on-site air tightness testing is used to demonstrate Step Code compliance, indicating that the building meets the required performance level at the pre-construction stage as well as project completion.

The Province has signaled that the base BC Building Code will increment over the next three update cycles, to reach the top Steps of the code – a “net-zero energy ready” performance level – by 2032.

STRATEGY #2

- 2.1 Follow the BC Energy Step Code as the incremental steps are adopted by the District of Lantzville Building Department.



3. BIKE PARKING

Providing on-site bike parking in multi-unit residential projects promotes bicycling as an active transportation and low carbon alternative to the vehicle. The District has best practice minimum requirements for bike parking.

STRATEGY #3

3.1 Provide on-site bike parking at the rates described in the Zoning Bylaw.

4. ELECTRIC VEHICLE CHARGING

Electric Vehicles are becoming more prevalent across Canada, BC, and on Vancouver Island, and the Provincial government has adopted an EV mandate stating that by 2040 all cars and trucks sold in the province will be EVs. Most EV charging occurs at home, and access to 'at home' charging is a critical factor determining whether households will adopt an EV. Acknowledging this, the District has best practice minimum requirements for EV charging stations.

STRATEGY #4

5.1 Provide on-site EV charging at the rates described in the Zoning Bylaw.

5. CAR SHARING

Car sharing platforms provide access to a shared rather than a private fleet of automobiles distributed in the region. Participation in such services induces changes in mobility behaviour as well as vehicle ownership patterns that could have positive environmental impacts including GHG emission reduction. Additionally, car sharing may reduce the amount of parking required by new developments, increasing the amount of usable floor space.

STRATEGY #5

7.1 Provide opportunities for car sharing, especially in mid-rise buildings



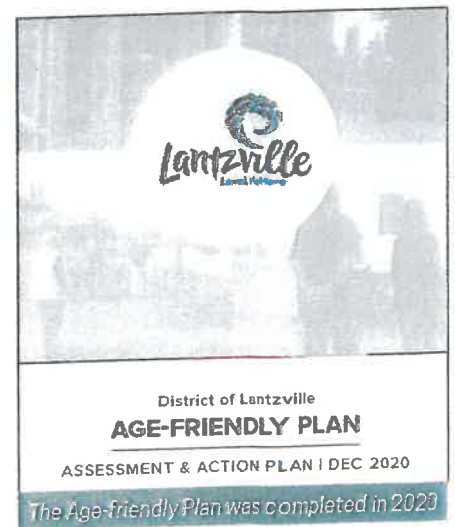
3.8 AGE-FRIENDLY PLANNING

AGE-FRIENDLY LANTZVILLE

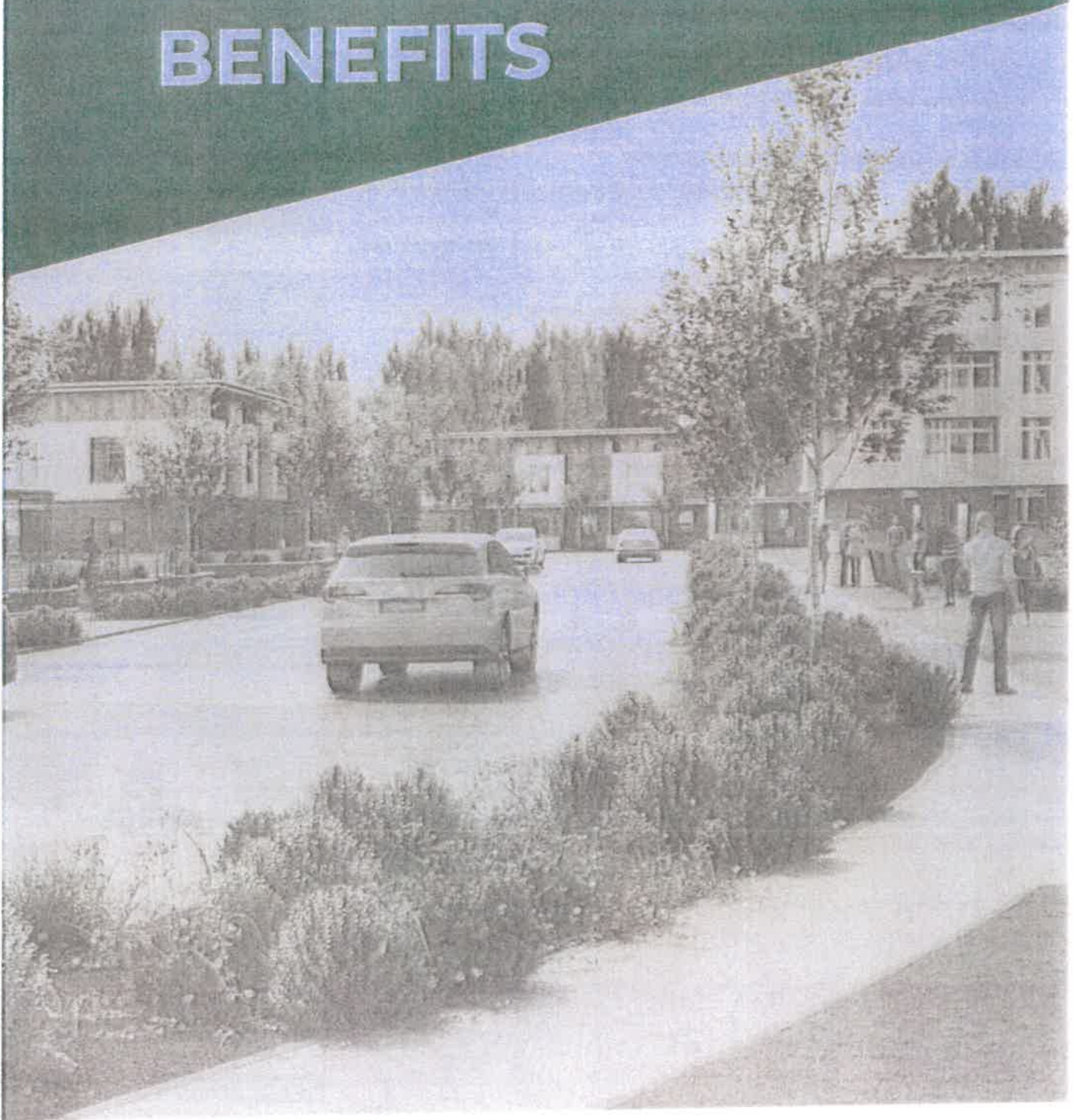
In 2020, the District developed an Age-friendly Plan, which included a list of strategies for the District of Lantzville to pursue, alone and in collaboration with the community and other partners.

The Village South SAP satisfies a number of the objectives of the Age-friendly Plan, including:

- A. Improve the accessibility of and amenities in outdoor spaces in Lantzville.
 - New parks will be universally accessible and include amenities for all ages and abilities.
- B. Improve the accessibility of buildings in Lantzville.
 - New buildings will be meet current accessibility standards, which existing buildings in the village often lack.
- C. Encourage a safe and integrated network of roads, transit, bike routes and pedestrian realm, for people of all ages and abilities.
 - The transportation network includes a highly integrated network of accessible sidewalks, bike routes, and trails.
- D. Improve the accessibility and age-friendliness of transit.
 - New transit stops will be universally-accessible and more friendly to those with mobility challenges.
- E. Support more affordable, and accessible housing options for older adults in Lantzville.
 - A range of new housing options, including more attainable units, will be provided in the plan area.
- F. Improve the accessibility standards of housing in Lantzville.
 - New residential units will be meet current accessibility standards, which existing buildings in the village often lack, and include some adaptable units.



4. NEIGHBOURHOOD INTEGRATION & BENEFITS



4.1 RESPONSE TO NEIGHBOURHOOD

The subject properties offer a unique context and opportunity from which to design the expansion of an existing village core while also creating a complementary residential neighbourhood. The SAP strives to not only meet the policies of the OCP but also mitigate impacts on and strengthen integration with adjacent neighbourhoods.

KEYS TO INTEGRATION

A. Land Use & Density Transitions

- The plan is consistent with OCP direction for land uses and location of more intensive uses.
- Ground-oriented residential (e.g., townhouses, single-unit, cluster housing) have been located adjacent to the existing single-family neighbourhood to the west.
- More intensive residential, commercial, and mixed use buildings have been located adjacent to major roads or parcels within a Special Plan Area – and so with a comparable existing or future land use.

B. Landscape Buffers

- As directed in the OCP, a minimum 15m landscape buffer has been located at the western edge of the site, adjacent to existing single-family lots.
- Additionally, a minimum 15m landscape buffer has been located at the southern edge of the site, adjacent to the highway.

C. Green Spaces & Trail Network

- The plan includes an extensive trail network, within public parks and public rights-of-way, that creates strong active transportation connections to/from and across the site.
- A large community park is provided on the west side of the site. This will provide opportunities as a new community gathering place, with play spaces, seating areas, and areas for passive and active recreation, based upon future community input.
- Adjacent to the above park, a new community playing field is provided in close proximity to the school, the school playing fields, and existing single-family homes.
- A neighbourhood park is also provided in the centre of the site, providing a playground and park space within an easy walking distance of all residential units.
- An abundance of additional private green space will be provided throughout the site, complementing the 'green' aesthetic of Lantzville and its surroundings.

D. Street Trees, Landscaping, and Forested Backdrop

- The plan incorporates street trees for all of their multifaceted benefits, including beautification and integration of the natural environment. Moreover, over time, street trees, new greenways, landscaped buffers, large parks, and a focus on on-site landscaping will provide a strong link between the "forested backdrop" of the area and the development itself.

E. Traffic Calming

- Narrow travel lanes, on-street parking, street trees, shorter building setbacks, and curb bulbouts will all contribute to physically and perceptually calm traffic and lower speeds on new and existing roads.

F. Sidewalks and Neighbourhood Connections

- While using landscape buffers, park areas, and density transitions to soften the interface with single-family neighbourhoods, the plan also includes numerous trail connections to these areas, creating strong walking and cycling routes to/from the village for the wider community.
- Additionally, sidewalks will be provided throughout the site, improving pedestrian comfort and safety and providing options for transportation and recreation in the village area.



4.2 TRAFFIC IMPACTS

The following is an overview of key development impacts and benefits.

TRAFFIC & PARKING

As noted in previous sections, the proposal seeks to not only minimize potential traffic impacts but also benefit the pedestrian and cyclist environment in the immediate area. The proposed road network focuses on traffic calmed streets with narrow travel lanes and pedestrian connectivity and comfort – via sidewalks, street trees, trails, and greenways.

Watt Consulting Group (Transportation/Traffic) undertook a Traffic Impact Assessment (TIA) for the proposal. The TIA demonstrates that the long-term level of service (LOS) of key intersections – both in the village and at the Highway 19/Ware Road intersection – remain at an LOS D or better. Along Ware Road, two single-lane roundabouts are proposed (at Lantzville Road and Ware Road and at Ware and a new main access road): the TIA concludes that these intersections will remain at a Level-of-Service A (highest) for all movements in the long term.

The TIA includes four recommendations:

- Developer to install single lane roundabouts at Lantzville Road / Ware Road and Ware Road at the main site access.
- Developer to upgrade Ware Road and Lantzville Road along the site frontages to meet the standards set out in the District's bylaws, including a separated bike path or multi-use trail along the Ware Road site frontage.
- Developer to work with RDN Transit to identify future additional transit infrastructure in proximity to the development.
- Ensure internal roads are designed for the intended use of the road and not overbuilt.

The TIA also suggests that the District should consider:

- Reducing the speed limit on Lantzville Road reduced to 30km/h south of Wiles Road

The site design seeks to further minimize the impacts of parking on the pedestrian experience and public realm in the village. On-street parking will be surrounded by street trees and landscaped curb bulbouts; underground and under building parking will be utilized on multi-family and mixed use sites; and rear yard, screened, and tuck-under parking will be utilized on townhouse sites. All of these strategies will reduce the impacts of vehicles in the village and increase the aesthetic nature and 'green' feeling of the proposal.

4.3 BENEFITS & AMENITIES

PUBLIC AMENITY PACKAGE

Lantzville Projects Ltd. is seeking to help re-establish and re-invigorate Lantzville's village core through a vibrant mix of compact housing and mixed use / commercial development.

One of the major advantages of compact, sustainable land use patterns is the ability to provide more and higher quality public benefits, services, and amenities to more people within closer proximity.

The vision of the landowner for the site is consistent with that of the OCP – a desire to create a vibrant, livable village and residential neighbourhood with a mix of housing types, services, and amenities within walking distance, while providing significant public lands and green spaces.

Project Benefits

Benefits are positive indirect contributions that the proposal provides to the community as a whole as well as at the neighbourhood level. The development offers the following benefits:

- Revitalization and enhancement of Lantzville Village
 - Greater local business viability in the village (more nearby housing)
 - New grocery store and mixed use development sites with retail/commercial units
 - Revitalized streetscapes
- Housing
 - Mix of housing types (e.g., single-unit, cluster housing, townhouse, apartment)
 - Mix of housing tenures (i.e., rental, fee simple ownership, strata ownership)
 - More attainable housing options throughout
 - Seniors supportive housing
- Increased Tax Revenue
 - Compact, economically-sustainable land use pattern
 - Increased District tax revenue from increased residential/commercial densities

Project Amenities

In addition to providing the benefits (previous page), the developer will also provide several in-kind and cash Community Amenity Contributions (CACs).

In considering the land lift for these sites (i.e., the increase in land value as a result of rezoning), any potential increase in development value should be considered alongside the value of the public lands and amenities being provided. For this project, these include:

A. Community Lands

- Dedication of a 1.00 hectare (2.5 acres) parcel of land to the District for a future civic/community use.

B. Public Parks and Park Amenities

- Dedication and construction of a 1.33 hectare (3.3 acres) parcel of land as a public park for use as an additional playing field, adjacent to the school (app. \$1M in construction).
- Dedication of a 0.76 hectare (~1.2 acres) parcel of land to be utilized by the District for a multi-purpose community park.
- Dedication of a 0.50 hectare (1.25 acre) parcel of land to be utilized by the District for a multi-purpose neighbourhood park.
- Dedication and construction of 0.7 hectares (1.7 acres) of additional publicly-accessible trails and greenways throughout the site.

C. Cash Contribution

- Direction contribution of \$3,000 per residential unit to the District (app. \$1.56M).

D. Other

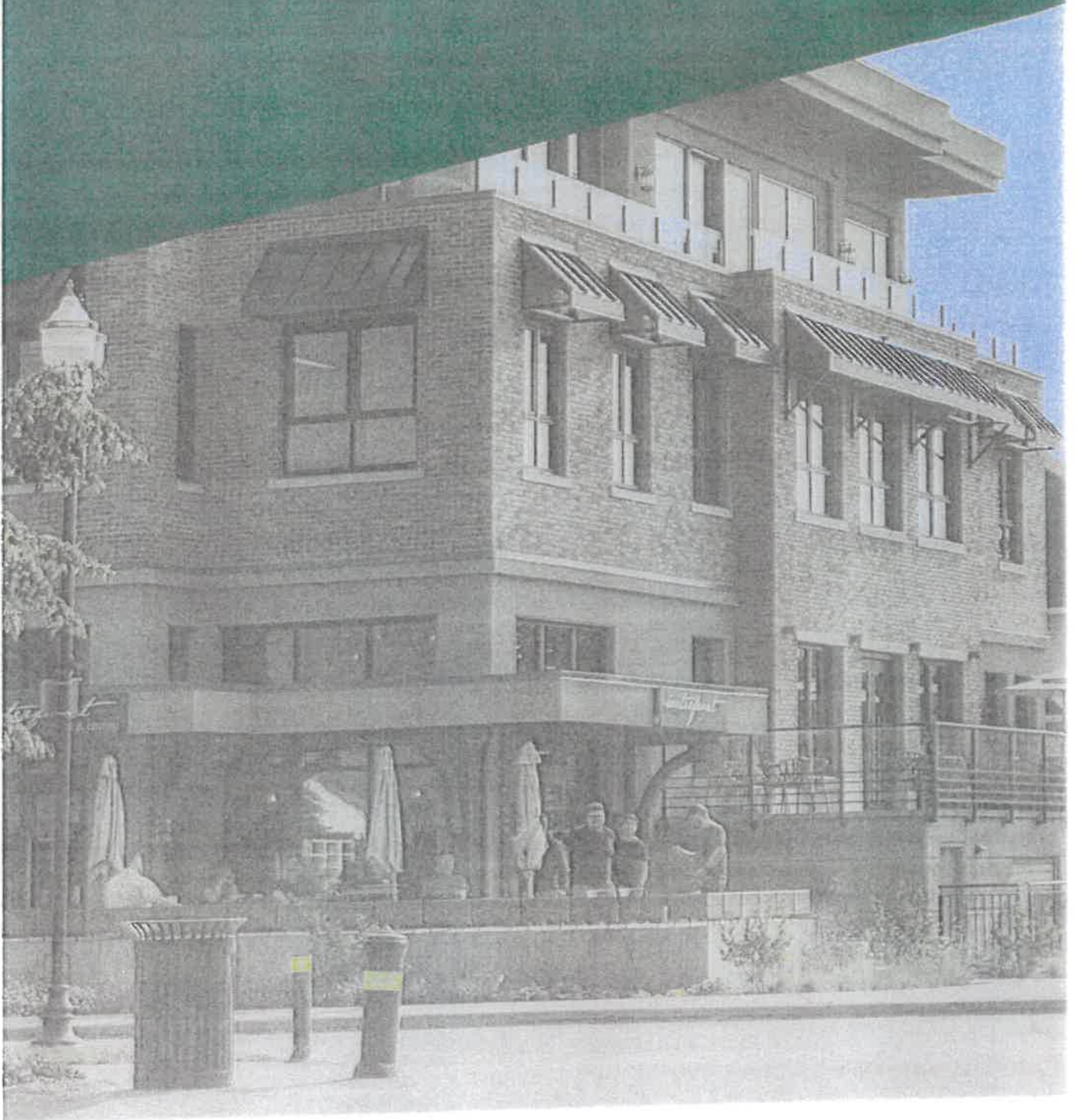
- Provision of gateway signage on each of the two roundabouts to be constructed.
- Construction of a multi-use path from the south extent of the site, along Ware Road, to the Island Highway.

FRONTAGE & STREETSCAPE IMPROVEMENTS

In addition to providing the listed benefits and amenities, the landowners will also construct the following frontage/streetscape improvements based on the street designs provided in this document and in accordance with District bylaws.

- Construction of Ware Road improvements adjacent to the subject site (full cross-section).
- Construction of all new public roads (full cross-section)
- Construction of Wiles Road improvements adjacent to the subject site (site frontage only)
- Construction of Lantzville Road improvements adjacent to the subject site (full cross-section)

5. OCP CONSISTENCY

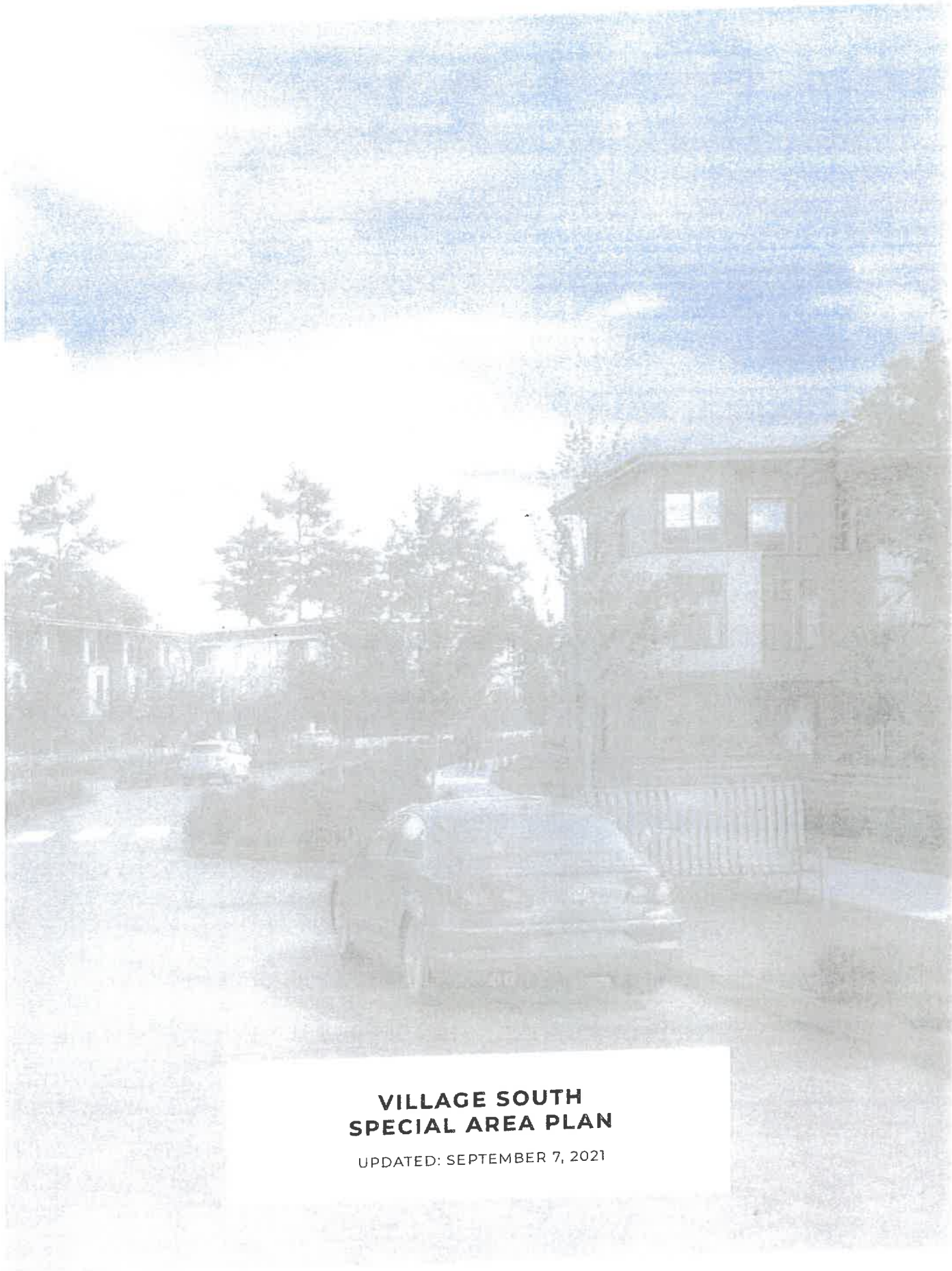


5.1 OCP CONSISTENCY

The below table demonstrates the proposal's commitment to the OCP policies for the Village South Special Plan Area. The left-hand columns present the relevant SPA policies, whereas the right-hand column summarizes how the

policies are integrated into the proposed Special Area Plan: See Section 2.1 for an overview of relevant OCP Goals and the proposed responses..

OCP POLICIES TO BE INTEGRATED INTO THE VILLAGE SOUTH SAP		
POLICY #	POLICY	RESPONSE
11.1.2 #2	Close to Ware/Lantzville Roads, a range of commercial, residential and small-scale seniors supportive housing uses, with potential for commercial under residential. (The Village Commercial Core SPA policies also apply and encourage mixed use.)	Mixed Use, Commercial, and Mixed Use Zoning (including Seniors Supportive housing) zoning near Ware/Lantzville Roads
11.1.2 #3	In the remainder of the SPA, single-unit housing, multi-unit housing, small-scale seniors supportive housing, and park and open space land uses. Seniors-oriented housing, either community care or small-scale independent living, are encouraged.	Residential zones with a range of housing types provided in the remainder of site
11.1.2 #4	Development within this SPA will include high-quality pedestrian environments as outlined in the Development Permit Guidelines.	Street sections and design guidelines focus on high-quality pedestrian environment
11.1.2 #4	Vegetated buffers to provide privacy to existing adjacent residential properties.	Vegetated buffers will be provided
11.1.2 #5	Development with uses and densities that strengthen the vitality of the Village, provide housing for singles, families, and seniors, improve pedestrian mobility, and enhance the viability of public transit and other services.	Residential zones provide a range of housing types and increased densities to support a vibrant and viable village core
11.1.2 #7	An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.	Stormwater management strategies integrated throughout with a focus on the use of green infrastructure
11.1.2 #8	A lane or road that can be used to access the backs of commercial properties fronting on the south side of Lantzville Road.	New roadway provided
11.1.2 #10	A limited number of high-quality apartments with underground parking, nestled into treed buffers.	A limited number of high-quality apartments will be provided in areas that minimize impact on adjacent residents
11.1.2 #11	The District encourages the development of small tracts of highly varied housing types in a one- to two-storey format.	Site divided into small development tracks with highly varied house types
11.1.2 #12	A continuous treed buffer of at least 15 m width plus adjacent wooded Crown lands, will be retained along the Island Highway.	Vegetated buffer will be provided
11.1.2 #13	A continuous treed buffer of a minimum 15 metre width shall be provided between proposed buildings and existing residences along Lancewood Avenue, broken only by trails and a small-scale winding access road / fire lane.	Vegetated buffer and right-of-way connections will be provided
11.1.2 #14	A park area and continuous open space and trail corridors (greenways) to connect the housing areas across Ware Road and to the Village Primary Commercial Core and Village South SPAs, Seaview School, and adjacent neighbourhoods.	Large community park and neighbourhood park as well as continuous north-south and east-west trail connections provided
11.1.2 #15	A park area shall be provided south of the existing school playing fields and will be a reforested park.	Provided; however, envisioned as future play fields as per District direction
11.1.2 #16	Trail connections shall extend through the site, connecting Ware Road, Rossiter Avenue, and the lane extension of Lynn Drive to the school grounds and to the Village Primary Commercial Core.	Trail connections provided from existing roads to Ware Road and the commercial core
11.1.2 #17	A highly improved entrance streetscape for the development and Village on Ware Road, including medians and boulevards that integrate green infrastructure and planting, a double or triple row of street trees, as well as multi-use pedestrian / bicycle trail(s) that provide continuity between the Island Highway, Village Primary Commercial Core, Seaview School, and adjacent neighbourhoods.	Ware Road redevelopment envisioned and concept design presented that provides these elements.



**VILLAGE SOUTH
SPECIAL AREA PLAN**

UPDATED: SEPTEMBER 7, 2021

DISTRICT OF LANTZVILLE
BYLAW NO. 284

A BYLAW TO AMEND DISTRICT OF LANTZVILLE ZONING BYLAW NO. 180, 2020

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

1. This bylaw may be cited for all purposes as the “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021”.
2. Schedule ‘A’ of District of Lantzville Zoning Bylaw No. 180, 2020 is hereby amended as follows:
 - (a) in Part 1 by inserting “Village South Special Area Plan” after “Upper Lantzville Ware Road Special Area Plan” in the list of zones,
 - (b) in Part 1 by inserting the “Village South Special Area Plan Zone” attached hereto as Schedule 1 after Section 1.9 and re-numbering the remaining sections in Part 1,
 - (c) In Part 2, Section 2.17.1 by inserting “Village South Special Area Plan” after “Upper Lantzville Ware Road Special Area Plan”,
 - (d) In Part 3, Section 4.1, by inserting the following definitions:
 - i) “**Cluster Housing** means one dwelling unit or two dwelling units within the same building which are on the same parcel as at least four other dwelling units,
 - ii) **Limited Home Business** means a home business that is limited to an office.”, and
 - (e) by re-classifying the land legally described as

“THAT PART OF DISTRICT LOT 45 WELLINGTON DISTRICT LYING TO THE NORTH WEST OF COPLEY ROAD SHOWN OUTLINED IN RED ON PLAN 733R AND EXCEPT THAT PART IN PLANS 23561 AND VIP65702

LOT 1 DISTRICT LOT 27G WELLINGTON DISTRICT PLAN VIP66828

LOT 2 DISTRICT LOT 27G WELLINGTON DISTRICT PLAN VIP66828”

from “Future Special Area Plan Zone (F-SAP)” to “Village South Special Area Plan Zone (SAP-2)”, “Community Services Zone (CS)”, and “Park Zone (P)”, as shown on the map attached hereto as Schedule 2.

READ A FIRST TIME this 6th day of October, 2021.

READ A SECOND TIME this 23rd day of February, 2022.

PUBLIC HEARING HELD this 13th day of April, 2022.

READ A THIRD TIME this ___ day of ___, 2022.

APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
this ___ day of ___, 2022.

ADOPTED this ___ day of ___, 2022.

Mark Swain, Mayor

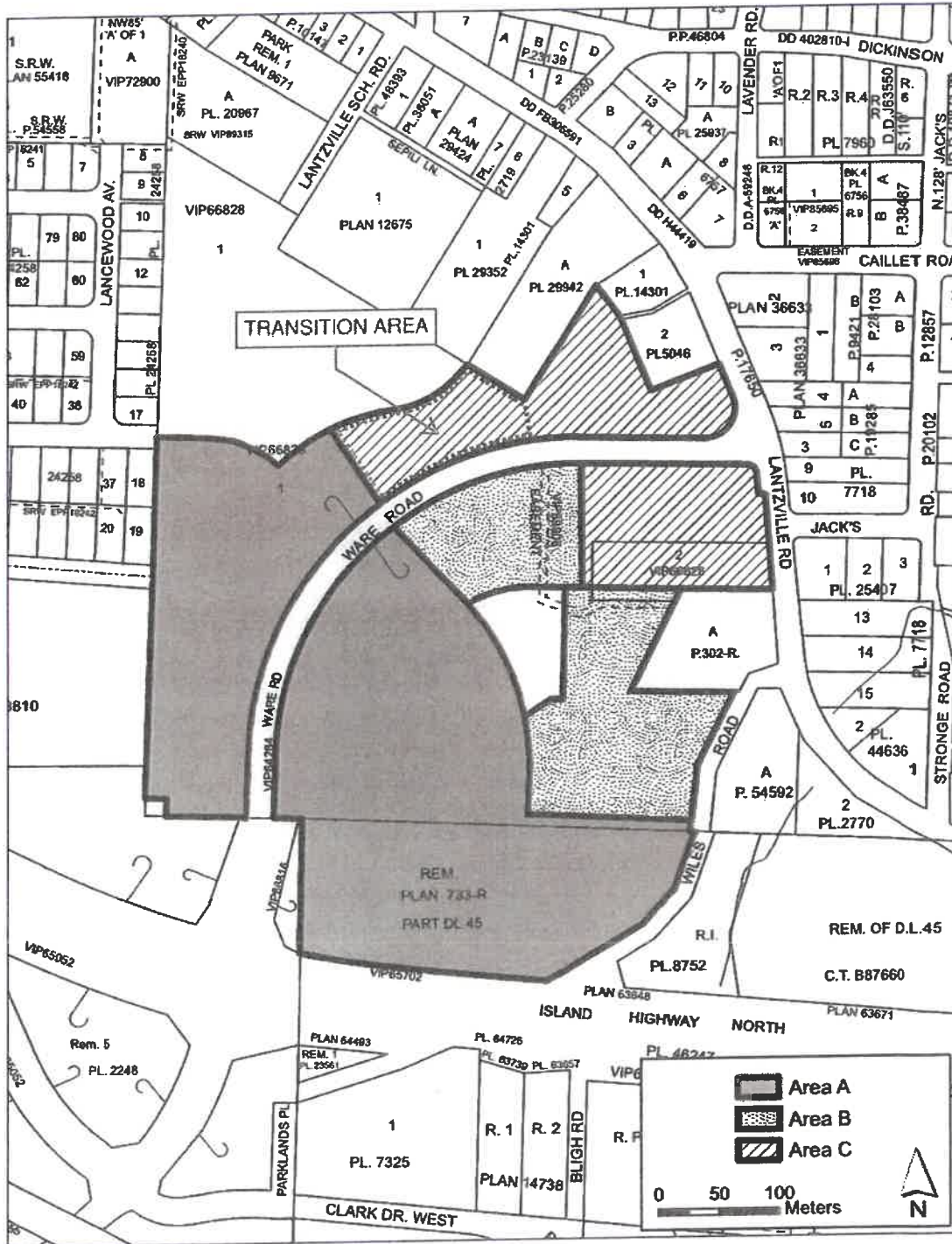
Trudy Coates, Director of Corporate Administration

“Schedule 1 to Bylaw 284, 2021”

1.8 VILLAGE SOUTH SPECIAL AREA PLAN ZONE (SAP-2)

Areas

- The SAP-2 Zone is divided into Areas A-C, as shown on the following map:



Permitted Uses

2. The permitted primary and secondary uses are as follows:

Primary	Secondary
Area A – Ground-Oriented Housing	
Cluster Housing Duplex House Rowhouse Townhouse	Limited Home Business
Area B – Multi-Unit Housing	
Apartment Assisted Living Community Care Rowhouse Townhouse	Child Care Limited Home Business
Area C – Mixed Use	
Apartment Assembly Assisted Living Community Care Craft Beverage Processing Cultural Service Financial Service Food and Beverage Service Health Service Indoor Recreation Market Office Personal Service Retail Social Service	Child Care Limited Home Business Mobile Vending

Building Form & Density

3. In Area C, outside of the “transition area”, apartments, assisted living units, and community care units, are only permitted in a mixed-use building format and must not be located on the first storey of a building.

4. The maximum density and floor area ratio are as follows:

Area	Maximum Density / FAR
Area A	25 units per hectare
Area B (Apartment, Rowhouse, Townhouse)	100 units per hectare
Area B (Assisted Living, Community Care)	2.0 FAR
Area C	2.0 FAR

5. Notwithstanding subsection 4, the maximum number of dwellings within Area C shall not exceed 200 units.

Siting

6. The minimum setbacks from parcel lines in Area A are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Duplex, House	3 m	4.5 m	1.5 m	3 m
Rowhouse, Townhouse	3 m	6 m	3 m	3 m
Secondary Structure	6 m	1.5 m	1.5 m	3 m

7. The minimum setbacks from parcel lines in Area B are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Apartment	3 m	4.5 m	3 m	4.5 m
Assisted Living, Community Care	4.5 m	6 m	3 m	3 m
Rowhouse, Townhouse	3 m	3 m	4.5m	4.5 m
Secondary Structure	6 m	2 m	2 m	3 m

8. The minimum setbacks from parcel lines in Area C are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Apartment	3 m	4.5 m	3 m	3 m
All Other Structures	1.5 m	3 m	0 m	1.5 m
Canopy or Awning	0 m	3 m	0 m	0 m

9. Despite the foregoing, the minimum setback of a garage in any Area is 6 m from front parcel lines and 3 m from rear parcel lines.

10. Despite the foregoing, the minimum setback from an interior side parcel line for dwellings units within a duplex, rowhouse or townhouse that are separated by a party wall is 0 m on the side where the dwelling units are adjoining.

Height

11. The maximum heights are as follows:

Structure	Maximum Height
Apartment, Assisted Living, Community Care, Mixed Use	4 storeys and 16 m
Craft Beverage Processing, Food and Beverage Service, Indoor Recreation, Office, Personal Service, Retail, Rowhouse, Townhouse	12 m and 3 storeys
House, Duplex	9 m
Secondary Structure	5 m
Fence	1.8 m

12. Despite the foregoing, the maximum height of a building fronting Lantzville Road is 3 storeys and 12 m.

Parcel Coverage

13. The maximum parcel coverages are as follows:

Area	Principal Building	All Buildings and Structures Combined
Area A	50%	55%
Area A (Rowhouse, Townhouse)	70%	70%
Area B	55%	60%
Area C (Apartment, Assisted Living, Community Care)	55%	60%
Area C (Mixed-Use, other uses)	70%	100%

Subdivision

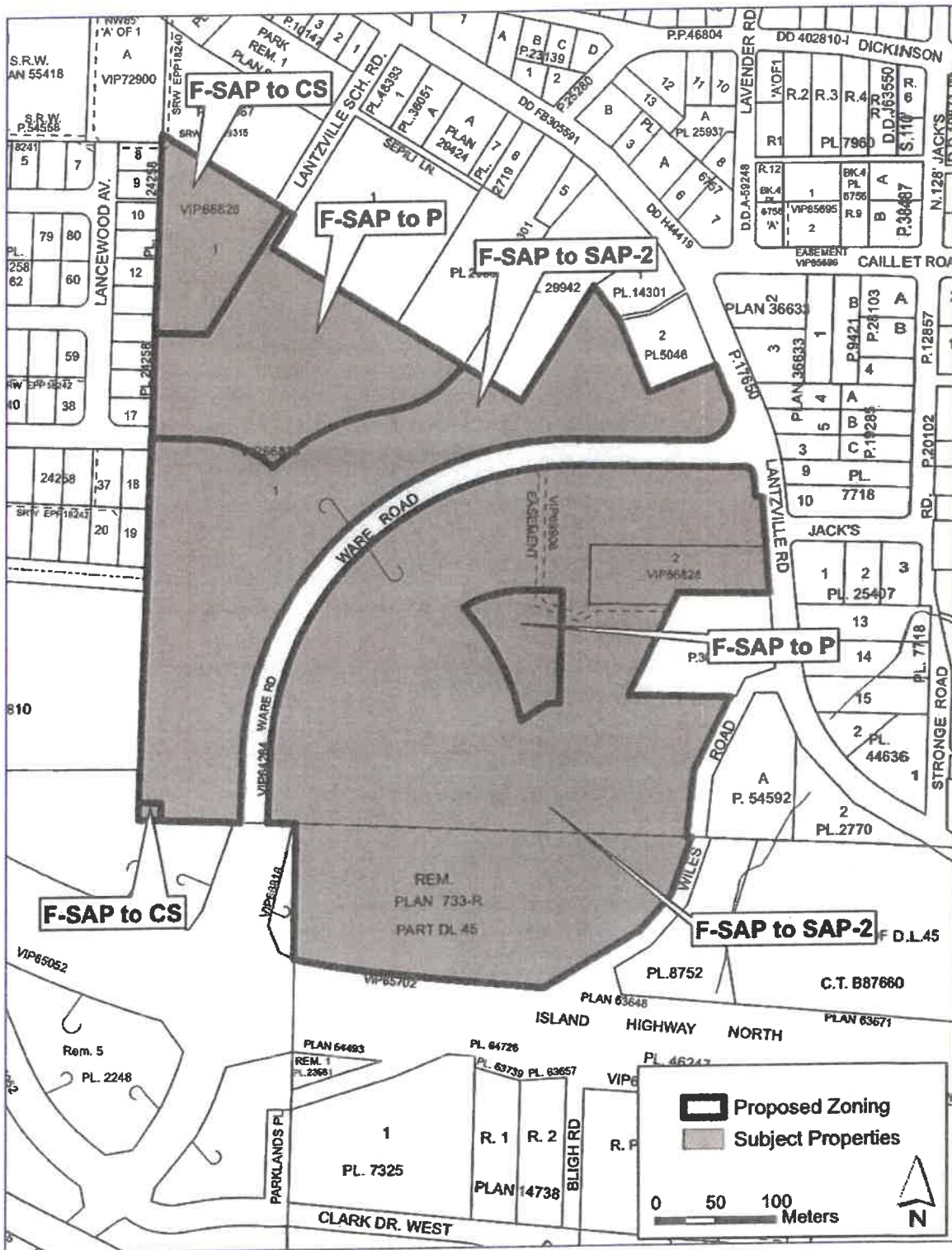
14. The subdivision regulations are as follows:

Area	Minimum Parcel Area	Minimum Parcel Frontage and Width
Area A (House)	300 m ²	12 m
Area A (Cluster Housing)	4,000 m ²	9 m
Area A (Rowhouse/Townhouse with party wall, attached on both sides)	150 m ²	6 m
Area A (Rowhouse/Townhouse with party wall, attached on one side)	200 m ²	7.5 m
Area A (Duplex with party wall)	225 m ²	9 m
Area B (Apartment, Assisted Living, Community Care)	1,000 m ²	25 m
Area B (Rowhouse/Townhouse with party wall, attached on both sides)	150 m ²	6 m
Area B (Rowhouse/Townhouse with party wall, attached on one side)	200 m ²	7.5 m
Area C	450 m ²	15 m

15. Despite the foregoing, the following specific regulations apply:

- a) The parcel area and frontage of parcels in a phased building strata subdivision may be reduced below the minimum parcel area and minimum parcel frontage.
- b) The minimum parcel frontage of a parcel fronting a cul-de-sac or curved portion of a highway is 10 m, or the minimum parcel frontage regulation specified above, whichever is less.

“Schedule 2 to Bylaw 284, 2021”



District of Lantzville Urbanics Financial Analysis - Check Estimated Financial Impact at Build Out

			Present Value	Present Value
	Conservative	Likely	Conservative	Likely
1 Ongoing Annual Operating Revenues & Costs				
Municipal Property Taxation Revenue	614,200	1,078,700		
Infrastructure Replacement Contribution to Reserves	117,300	117,300		
Annual Incremental Revenue to contribute to incremental ongoing costs	496,900	961,400		
* Incremental annual maintenance operating costs will depend on level of service (assume 20% of incremental revenue)	99,380	192,280		
* Administrative costs not anticipated to increase	-	-		
Amount available for contribution of other municipal costs	397,520	769,120	\$5,914,100	\$11,442,600
* Policing Costs - development does not trigger 5,000 population figure. Build out of of Foothills development already approved triggers the increase in Policing Costs, therefore Policing costs not relevant to approval decision for development.				
	One Time Financial Benefits			
2 One - Time Financial Contributions				
Cash CAC Contribution 3,000 x 732 units	2,196,000			
Development Cost Charges	9,623,800			
	\$ 11,819,800		11,819,800	11,819,800
	One Time Non-Financial Benefits			
3 One - Time Non Financial Contributions	Conservative and Likely Value			
Land	\$934,000	\$2,800,000		
Playing Field	1,000,000	1,000,000		
	1,934,000	3,800,000	1,934,000	3,800,000
Net Benefit to District of Lantzville from increase in ongoing net revenue over next 20 years and one time contributions			19,667,900	27,062,400

Valuation and Property Tax Calculation

	Homes	Floor Area	Value / Sq Ft	Prop Valuation	Tax Rate per \$1,000	Property Tax Revenue
SF	232	2250	350	182,700,000	1.7081	312,070
Apt	500	850	350	348,750,000	1.7081	254,080
Commercial	30000	250	7,500,000	6.4052	48,039	
Additional Revenue to be Generated - Conservative						614,189
Likely:						
SF	232 x \$1,200,000			276,400,000	1.7081	475,535
Apt	500 x \$ 650,000			325,000,000	1.7081	555,133
				7,500,000	6.4052	48,039
Additional Revenue to be Generated - Likely						1,078,707

Policing Cost As Population Approaches 5,000



■ Subsidized by the Province ■ Police Tax - paid by Lantzville 4,999 pop

Based on annual policing costs of approximately \$884k, when the population of Lantzville exceeds 5,000 the municipality will be responsible for policing costs currently subsidized by the Province (\$461k). Additional revenue provided by new development would help offset the impact on existing taxpayers.

District of Lantzville

REPORT TO CHIEF ADMINISTRATIVE OFFICER

Meeting Date: June 8, 2022

SUBJECT: Official Community Plan & Zoning Bylaw Amendment Application for Village South

PURPOSE

To consider an Official Community Plan and Zoning Bylaw Amendment application for a Village South Special Area Plan and a Village South Special Area Plan Zone.

RECOMMENDATIONS

1. **THAT** the motion on the floor, *THAT "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" be given third reading, be withdrawn.*
2. **THAT** second reading of "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" given September 22, 2021, be rescinded.
3. **THAT** "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" be given second reading as amended.
4. **THAT** "District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021" be scheduled for an electronic public hearing to be held at the special Council meeting on Wednesday, June 29, 2022, at 6:00 pm.
5. **THAT** the motion on the floor, *THAT "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021" be given third reading, be withdrawn.*
6. **THAT** second reading of "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021" given February 23, 2022, be rescinded.
7. **THAT** "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021" be given second reading as amended.
8. **THAT** "District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021" be scheduled for an electronic public hearing to be held at the special Council meeting on Wednesday, June 29, 2022, at 6:00 pm.
9. **THAT** "District of Lantzville Phased Development Agreement (Village South) Bylaw No. 311, 2022" be given first and second readings.
10. **THAT** "District of Lantzville Phased Development Agreement (Village South) Bylaw No. 311, 2022" be scheduled for an electronic public hearing to be held at the special Council meeting on Wednesday, June 29, 2022, at 6:00 pm.

COMMITTEE RECOMMENDATION

N/A

ALTERNATIVES AND IMPLICATIONS

1. DEFEAT THE BYLAW(S)

Per the Council Procedure Bylaw, if a motion to pass any reading or adoption of a bylaw is defeated, that bylaw shall be deemed to have been defeated. The application to amend the bylaws would end.

2. AMEND THE BYLAW(S)

When either of the following motions are on the floor:

THAT “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” be given second reading.

THAT “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” be given second reading.

Amend either by motion:

THAT the motion on the floor be amended by adding “as amended [*insert specific wording of amendment*].”

Vote on the main motion as amended:

THAT “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” be given second reading, as amended [*insert preceding amendment*].

THAT “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” be given second reading, as amended [*insert preceding amendment*].

The implications are unknown until the amendments are known, however, a further staff report and Council meeting may be required. Amendment(s) may require an additional public hearing to be held. If Council chooses to amend the bylaws, staff will advise the applicant and give the applicant an opportunity to proceed with the application, as amended, or abandon the application.

BACKGROUND/RELEVANT HISTORY

The subject property is comprised of three parcels of land, as shown in **ATTACHMENTS #1 and #2**:

1. 7220 Ware Road (19.00 ha / 46.95 ac)
2. 6855 Wiles Road (3.65 ha / 9.02 ac)
3. 7133 Lantzville Road (0.56 ha / 1.38 ac)

The property is zoned Future Special Area Plan (F-SAP) in anticipation that a special area plan zone will be adopted for the property (**ATTACHMENT #3**). The property is designated Village in the OCP and is covered by two sub-designations: primarily Village South Special Planning Area and a small portion of the property adjacent to the Ware Road / Lantzville Road intersection designated Village Primary Commercial Core Special Planning Area. The properties are vacant.

At the May 18, 2022 regular Council meeting, third reading of “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” and “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” was considered by Council. The following motions were passed:

1. C22-62
“THAT the motion on the floor be referred back to staff to work with the developer to improve their application and address the community’s concerns, not limited to drainage concerns, Lantzville School Road, density concerns, and stronger language around affordable housing and senior’s assisted living.”
2. C22-63
“THAT the motion on the floor be referred to staff to work with the applicant.”

Proposal

The proposal is for a mixed-use development that includes housing, commercial uses, parks, greenways, and land for community uses. The proposed zoning amendment bylaw would rezone the property into Park (P), Community Services (CS), and a new Village South SAP Zone. The purpose of the zoning is to implement the Village South SAP.

As per Council’s direction, the applicant has discussed the various items identified in the Council motion (C22-62) and has revised the proposal to amend the OCP and Zoning Bylaws to establish a new Village South Special Area Plan (SAP) to be attached to the OCP and a corresponding Village South Special Area Plan Zone (SAP-2) to ensure that use, development, and subdivision of the properties conforms to the SAP. The proposed revisions to the OCP and Zoning amendments are outlined in **ATTACHMENT #3**. The proposed revised OCP amendment and zoning amendment bylaw with the Village South SAP Zone is included as **ATTACHMENT #4 and #5**. The previously proposed bylaws (**ATTACHMENTS #8 and #9**) and other supporting information and reports provided by the applicant are available at lantzville.ca.

ATTACHMENTS

1. Location Map
2. Air Photo
3. Letter from Applicant outlining revisions.
4. Revised Bylaw No. 283 – OCP Amendment
5. Revised Bylaw No. 284 – Zoning Bylaw Amendment
6. Bylaw No. 311 – Phased Development Agreement (*To be circulated*)
7. District of Lantzville Financial Services Department - Urbanics Financial Analysis Summary
8. Bylaw No. 283 presented at the April 13, 2022 public hearing
9. Bylaw No. 284 presented at the April 13, 2022 public hearing
10. Summary of amendments to Bylaw No. 283 and Bylaw No. 284

ANALYSIS/RATIONALE

As per Council's direction, the applicant and staff have discussed items outlined in the May 18, 2022, motions. The applicant has responded to Council's request as follows:

1. **Density** - the applicants have reduced the maximum number of residential units in Area C from 200 to 100. The total overall maximum number of residential units is 632 units. The zoning amendment bylaw has been revised to reflect this change.
2. **Drainage** – As stated in previous meetings, the applicants have provided a servicing report providing an overall approach and strategies used to address water retention and quality to meet the District's bylaw requirements. A more detailed report will be provided at the time of subdivision which is in accordance with the District's Subdivision and Development Works and Services Bylaw No. 175, 2020.
3. **Lantzville School Road** – The extension of School Road adjacent to the existing school and through the proposed District lands have been removed from the conceptual plans.
4. **Language for affordable housing and senior assisted living** - Definitions for both affordable housing and seniors' housing have been added to the zoning amendment bylaw. As well, these uses have clearly been identified as permitted uses within Area C and the proposed District owned lands to provide broader flexibility in location.

In addition to the above-noted changes, the applicant has modified the amenity package. The following table provides a comparison of the proposed amenities for a 732-residential unit scenario vs a 632-residential unit scenario:

Proposed Amenities with 732 Units	Proposed Amenities with 632 Units
<p>Community Lands</p> <ul style="list-style-type: none"> • Dedication of a 1.00 ha (2.47 acre) parcel of land to the District for a future civic/community use. <p>Public Parks and Park Amenities</p> <ul style="list-style-type: none"> • Dedication and construction of a 1.33 ha (3.29 acre) parcel of land as a public park for use as an additional playing field, adjacent to the school (app. \$1M in construction). • Dedication of a 0.76 ha (1.88 acres) parcel of land to be utilized by the District for a multi-purpose community park. • Dedication of a 0.50 ha (1.24 acre) parcel of land to be utilized by the District for a multi-purpose neighbourhood park. • Dedication and construction of 0.70 ha (1.73 acres) of additional publicly accessible trails and greenways throughout the site. <p>TOTAL POTENTIAL LAND CONTRIBUTION: 4.29 ha (10.61 acres)</p> <p>Cash Contribution</p> <ul style="list-style-type: none"> • Direct contribution of \$3,000 per residential unit to the District (\$2,196,000). <p>TOTAL POTENTIAL CASH CONTRIBUTION: \$2,196,000 (NOT INCLUDING PLAYFIELD CONSTRUCTION COST)</p> <p>Other</p> <ul style="list-style-type: none"> • Provision of gateway signage on each of the two roundabouts to be constructed. • Construction of a multi-use path from the south extent of the site, along Ware Road, to the Island Highway. 	<p>Community Lands</p> <ul style="list-style-type: none"> • Transfer a 3.65 ha (9.02 acre) parcel to the community for Community Services and Park uses. Includes a 10 meter portion of Area A at Rossiter Avenue to provide the District flexibility for the future transportation connection. <p>Public Parks and Park Amenities</p> <ul style="list-style-type: none"> • Dedication of a 0.5 ha (1.24 acre) parcel of land to be utilized by the District for a multi-purpose neighbourhood park. • Dedication and construction of 0.7 ha (1.73 acre) of additional publicly accessible trails and greenways throughout the site. <p>TOTAL POTENTIAL LAND CONTRIBUTION: 4.85 ha (11.99 acres)</p> <p>Cash Contribution</p> <ul style="list-style-type: none"> • Direct contribution of \$3,000 per residential unit to the District (\$1,896,000). • \$1,500,000 towards infrastructure and improvements in the Park and Community Services area. <p>TOTAL POTENTIAL CASH CONTRIBUTION: \$3,396,000</p> <p>Other</p> <ul style="list-style-type: none"> • Provision of gateway signage on each of the two roundabouts to be constructed. • Construction of a multi-use path from the south extent of the site, along Ware Road, to the Island Highway.

The most substantial change between the options is the construction of the playfield. The option with a maximum buildout of 632 residential units does not include the construction of the playfield, and instead includes a cash contribution of \$1.5 million. The applicant initially estimated the cost of the playfield to be approximately \$1 million (priced for natural turf a couple years ago). The City of Nanaimo recently announced plans to construct an artificial turf field in South Nanaimo - the estimated cost is \$3 – 3.5 million depending on site works and final accessories. While the cost to construct a natural turf field may be less than the cost to construct than an artificial turf field, it should be expected that the final cost will exceed \$1.5 million.

Phased Development Agreement

In accordance with the OCP, a phased development agreement (PDA) has been prepared, “District of Lantzville Phased Development Agreement (Village South) Bylaw No. 311, 2022” (**ATTACHMENT #6**), for consideration by Council. The PDA provides certainty to the District and the developer that zoning, servicing provisions, and the phased provision of services and amenities are “locked-in” for the term of the PDA. The PDA will be prepared to reflect the most recent (632 residential units) submissions by the developer. Should Council not support the 632 residential units proposal, the PDA will need to be amended to reflect the final proposal.

NEXT STEPS

Third reading of “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” and “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021” are still on the floor from the May 18, 2022 regular Council meeting. Council will need to withdraw this motion to consider the revised proposal. A summary of the changes to Bylaw No. 283 and Bylaw No. 284 can be found on **ATTACHMENT #10**.

Should Council accept the revised proposal, second reading of the existing bylaws would need to be rescinded; the revised bylaws would need to receive second reading as amended; and a new public hearing would need to be scheduled.

Should Council wish to proceed with the bylaws as presented, staff have been advised that it would be prudent to host another public hearing, given that information presented for the revised option and further discussion had at the May 31, 2022 Council meeting, could be considered new information received after the closing of the April 13, 2022 public hearing for both bylaws.

As noted above, the PDA more clearly outlines the Community Amenity Contributions (CACs) proposed by the applicant which includes: the provision of park land and community use land, park amenities, greenways and trails, gateway signage at the two roundabouts, offsite multi-use pathway connections, and a financial CAC, and the timing for the provision of said amenities. “District of Lantzville Phased Development Agreement (Village South) Bylaw No. 311, 2022”, will be prepared for Council’s consideration of first and second readings. Should this bylaw receive first and second readings, it would make sense to schedule a public hearing on the same night as “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021” and “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (Village South Special Area Plan Zone) Bylaw No. 284, 2021”.

Ministry of Transportation and Infrastructure

The Ministry will need to approve the zoning amendment bylaw because the subject property is within 800 m of a controlled access highway (Island Highway).

Financial/Budget Implications

There are no immediate financial/budget implications of the recommendation. As per Council’s direction, the District of Lantzville engaged Urbanics Consultants Ltd. to prepare an Economic Impact Assessment for the proposed Village South Development - District of Lantzville: Village South Special Area Plan, prepared by Urbanics Consultants Ltd., dated November 2021 and Addendum - District of Lantzville: Village South Special Area Plan, prepared by Urbanics Consultants Ltd., dated January 2022.

Further to the Urbanics Report, the District of Lantzville Financial Services Department has prepared a summary of the “Estimated Ongoing Impact at Buildout” (**ATTACHMENT #7**) to clarify the financial impact of the proposed development on the District. Both the Urbanics report and the staff summary confirm that there would be a net benefit to the District if the development were to be completed as proposed.

Sustainability Implications

The proposed development is highly sustainable and will be the economic and social focal point of the community.

Prepared By:

Approved for Submission to Council:


 Frank Limshue, Director of Planning & Community Services

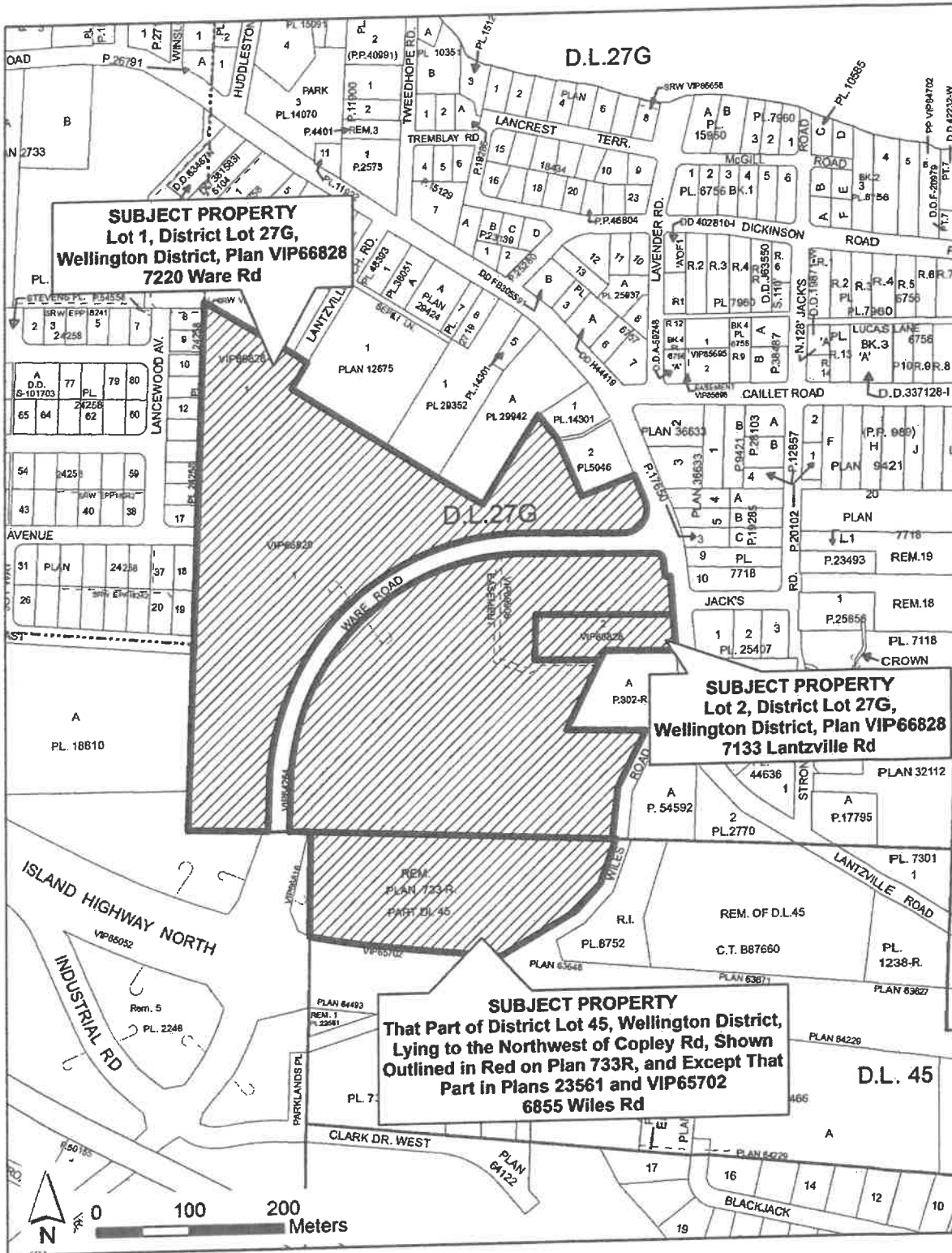

 Ronald Campbell, Chief Administrative Officer

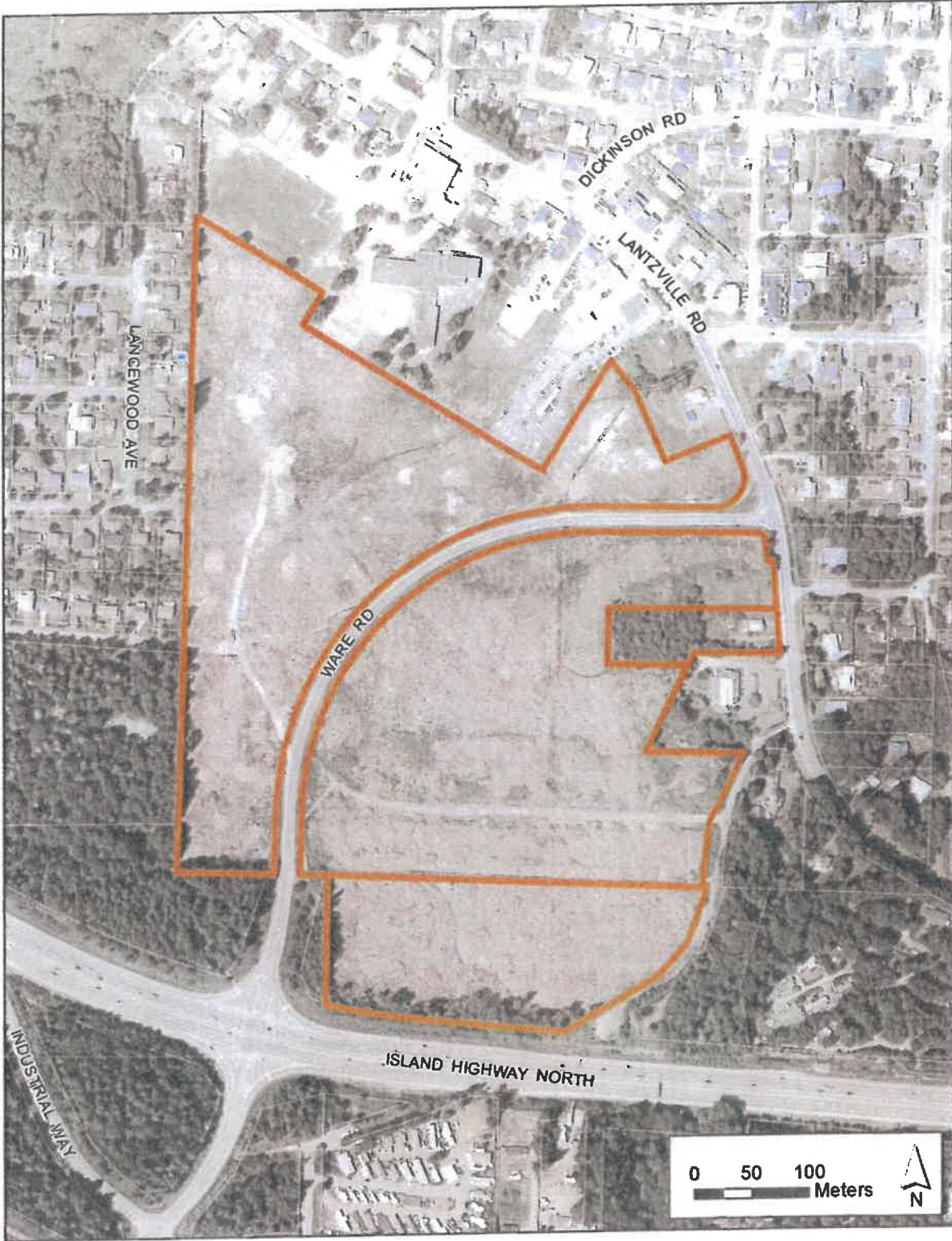
Date: June 1, 2022

Date: June 1, 2022

REVIEWED WITH:			
<input checked="" type="checkbox"/> Corporate Administration	<input type="checkbox"/> Fire Rescue	<input type="checkbox"/> Public Works/Engineering	<input type="checkbox"/> RCMP
<input checked="" type="checkbox"/> Financial Services	<input type="checkbox"/> Planning	<input type="checkbox"/> Solicitor	<input type="checkbox"/> Committee:
<input type="checkbox"/> Other:			

COUNCIL AGENDA INFORMATION:		
Meeting Type	Date	Agenda Item #
Regular	June 8, 2022	9. c), d), and f)
Closed (In-Camera)		







**WILLIAMSON & ASSOCIATES
PROFESSIONAL SURVEYORS**

3088 BARONS ROAD, NANAIMO B.C. V9T 4B5
PHONE: (250) 756-7723 FACSIMILE (250) 756-7724
email: waps@vibcls.ca

May 20, 2022

Our File No.: 06042
DoL:

District of Lantzville
7192 Lantzville Road, P.O. Box 100
Lantzville BC
V0R 2H0

Attention: District Council and Staff

Dear Sirs/Mesdames:

**Re: Village South Application
Motions C22-62, C22-63 and C22-67 at May 4, 2022 Council Meeting**

We write to reply to the above noted Council motions passed unanimously at the May 4 2022 Council meeting. We have met with District staff to review the motions and understand the changes required to improve our application as requested by Council.

- *Drainage concerns.* Drainage and storm water runoff is addressed in terms of both quantity and quality. The District's works and services bylaw requires that both these factors be addressed so that at completion of the development the predevelopment rates and quality are being maintained at post development. The drainage study and the storm water management plan within our application provide the overall approach and various strategies used to address water retention and quality to meet the District's bylaw requirements. The storm water upgrade offsite of the Village South lands that runs down to the ocean is a recommendation within the existing drainage study of the District prepared by Koers Engineering Associates Ltd., the District's professional engineers. Prior to beginning land altering activities of development, typically the underground contractors hire engineers to acquire downstream water samples and test for turbidity so they have a base line from start of construction. Both the quantity and the quality of the storm water are addressed through modern and standard professional engineering design practices. It is reasonable to ask questions on development concerns and it appears social media confidence in certain disciplines may be low. However it is unfortunate that some public officials and members of the public continue to not believe and undermine credibility of professional reports and explanations provided by District staff and other professionals.



A PARTNERSHIP OF WILLIAMSON LAND SURVEYING INC. AND HENNING LAND SURVEYING INC.

- Lantzville School Road*. We previously addressed this concern in our letter to Council on April 13, 2022. The concept plan showing this road connection was included at the request of the former District planner, as a possible future “conceptual” connection. A concept plan in a land use application is not meant to fix in place road locations and lot structure. It is the next level of applications being the development permits and subdivision preliminary reviews that determine final designs, locations and construction requirements. To address this concern we have removed the road networking shown on the northwest side of Ware Road. This will allow staff and Council to decide on future land use planning around the Lantzville School Road right of way without a preliminary concept design. We have shown one road location that provides a road connection to the future village core and provides vehicle access for the lands fronting Ware Road, as driveway accesses off Ware Road are in general not supported. The connections to Rossiter Avenue and Harby Road were always intended to be for active transportation not vehicles and we continue to show those as active transportation connections. We added area to the land being transferred to District by shifting the boundary to the south side of Rossiter Avenue to allow the District the opportunity to provide a vehicle connection in the future should Council wish or should the emergency service agencies require that connection as part of the next level of applications.
- Density concerns:* We presume the density concerns are the application unit number being larger than the OCP unit numbers. The application package was prepared by planning professionals and it provides the strong rationale supporting the proposed density to support a vibrant village. The density proposed is low density and close to the minimum required for a vibrant village, this is reflected in the comments of the independent Urbanics report. As Council, similar to the Clark Medd application, has heard density concerns from the community, we will reduce the units in Area C from 200 to 100 units. Any reduction in units from here will compromise this village concept.
- Stronger language around affordable housing and senior’s assisted living:* Both of these housing types involve various levels of government and typically a non-profit housing provider. The land component is generally publicly owned or owned by a non-profit where the land purchase was funded by government. To strengthen the language we have included the definitions of the OCP for “affordable housing” and “seniors supportive housing” into the zoning bylaw and our proposed land uses. To provide the broadest opportunity for these housing types to occur we have made the following land use revisions: Area C and Community Services zones both include affordable housing and seniors supportive housing as allowable uses; The Community Services and Park areas have been combined into one lot, with no restrictions as to location of uses.

In addressing the Council motions we removed road networking northwest of Ware Road, the land use planning for Lantzville School Road within the Community Use and Park area is to be initiated in the future by Council. This area includes the location of the proposed playfield. Given it does not make sense to construct a playfield in this area without well thought out land use planning, we therefore had to amend our amenity package.

Our amenity package with this revised application is:

- Community Lands: transfer a 3.65ha parcel to the community for Community Services and Park uses, includes a 10m portion of Area A at Rossiter Avenue to provide the District flexibility for a transportation connection, if required in the future.
- Cash Contribution of \$1,500,000 towards infrastructure and improvements in the Park and Community Services area.
- Dedication of a 0.5ha (1.25 acre) parcel of land to be utilized by the District for a multi-purpose neighbourhood park.
- Dedication and construction of 0.7ha (1.7acres) of additional publicly-accessible trails and greenways throughout the site.
- Cash contribution of \$3,000 per residential unit.
- One gateway sign on each of the two roundabouts to be constructed.
- Construction of a multi-use path from the south extent of the site, along Ware Road, to the Island Highway.

Summary

At the request of Council we have improved our application to address the motions provided at the May 4, 2022 Council meeting on third reading of our initial application. Density has been reduced by 100 units; Community Service and Park use areas have been combined into one area to be transferred to the District with no restrictions as to location of uses, including providing \$1.5million as a cash contribution for infrastructure and improvements; Stronger language around affordable and seniors housing has been inserted in the land use. Also in the zoning, in order to confirm the density averaging within Area A that we have noted in previous correspondence, we have inserted specific clauses in the zoning so that no confusion occurs in the future ; Drainage planning and protection has been addressed by our professionals and will be in accordance with the District's bylaws.

We trust these improvements address Council's wishes with respect to their motions and we look forward to next steps of the application.

Yours truly,
Williamson & Associates Professional Surveyors


Brian S. Henning, B.C.L.S.
cc: Darwin Mahlum


WILLIAMSON & ASSOCIATES

**DISTRICT OF LANTZVILLE
BYLAW NO. 283**

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

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

1. This bylaw may be cited for all purposes as the “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Village South Special Area Plan) Bylaw No. 283, 2021”.
2. Schedule ‘A’ of District of Lantzville Official Community Plan Bylaw No. 150, 2019 is hereby amended as follows:
 - (a) in Part 3, Section 11.1.2 by inserting a new clause after clause 17, as follows:

“18. The Village South Special Area Plan is in Appendix 2 of the OCP. As properties within the special planning area are brought forward to the Municipality for consideration of rezoning, the policies specific to development of those properties will be added to the Special Area Plan through an amendment to the OCP.”
 - (b) by adding “Appendix 2 – Village South Special Area Plan”, attached hereto as Schedule 1.

READ A FIRST TIME this 22nd day of September, 2021

READ A SECOND TIME this day of , 2022.

PUBLIC HEARING HELD this day of , 2022.

READ A THIRD TIME this day of , 2022.

ADOPTED this day of , 2022.

Mark Swain, Mayor

Trudy Coates, Director of Corporate Administration