District of Lantzville

Agenda for the Regular Meeting of Council of the District of Lantzville to be held on Wednesday, September 11, 2024, at 6:00 pm in the Council Chamber, Municipal Hall - 2nd Floor, 7192 Lantzville Road, Lantzville, BC

Council members may attend this meeting in person, or electronically (except for the Mayor) for a hybrid meeting (per the *Community Charter* and the Council Procedure Bylaw). For in person and hybrid meetings, the Council Chamber will be open for the public to attend. Due to limited seating, the public is encouraged to view the open portion of the meeting starting at **6:00 pm** via the livestream, and to provide verbal public input on agenda items by registering in advance using the Zoom Webinar link provided for each Council meeting event at **lantzville.ca**, written comments by **noon** the day of the meeting and emailed to **district@lantzville.ca**, or in person. Prior to attending at 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. Meetings recorded by the District of Lantzville may be viewed on demand at **lantzville.ca**.

Public input regarding personnel matters, legal action, nominated political candidates, applications for grants in aid or public hearing topics (EXCEPT DURING THE OFFICIAL PUBLIC HEARING) will not be included or will be severed.

Page No.

1. CALL TO ORDER

1-5 **2. ADOPTION OF AGENDA**

THAT the September 11, 2024, regular Council meeting agenda be adopted, as presented.

3. CORRESPONDENCE

6-59 a) **Beach Road Ends Public Feedback – correspondence attached**

4. GENERAL MATTERS

60-73 a) **Water Conservation Review**

Presenter: Erica Forssman, Regional District of Nanaimo

b) **Mayor and Council Verbal Updates**

START OF CONSENT AGENDA

5. CONSENT AGENDA

74-80 a) THAT the July 24, 2024, regular Council meeting minutes be approved, as presented.

END OF CONSENT AGENDA

6. PUBLIC INPUT PERIOD *(Persons recognized by the Chair to speak must first state their name and address for the record, may speak once for up to 2 minutes (unless Council resolves otherwise), and are limited to providing comment regarding items listed on the Council agenda for this meeting (**EXCLUDING PUBLIC HEARING TOPICS**). **Comments must be directed to the Chair, are not to be directed to individual Council members, staff or the audience and must not include personnel issues.***

7. LEGISLATIVE MATTERS

81-89 a) **Council Initiated Petition Against Water for the Winds Vote Outcome**

90-167 b) **DP and DVP for 7181 Lantzville Road [Staff Presentation]**

Speaker: Randy McNaught, Applicant

168-176 c) **DVP for 7900 Lantzville Road [Staff Presentation]**

Correspondence: Darrell and Debbie Mayzes, 7922 Allison Road

Speaker: Toby Seward, Applicant

177-186 d) **DVP for 7186 Lancrest Road [Staff Presentation]**

Speaker: John Halliwell, Applicant/Owner

8. UNFINISHED BUSINESS

a) **Policies Report (Policy No. 3000-9 Public Participation Policy) [Verbal Update; No Staff Report]**

i. Public Consultation
ii. Mayor & Council Correspondence Policy

b) **Community Amenity Fund Surpluses**
[Brought Forward From July 24, 2024, Council meeting]

Staff Report:

Community amenity fund balances and other reserve funds are scheduled for a report at the September 24th Committee of the Whole meeting. Staff recommend reviewing the Community Amenity Contributions policy (Approved by Council June 15, 2020, amended October 11, 2023) prior to the meeting. In accordance with the Provincial guidelines, community amenity contributions are for capital projects and are not intended to cover current or future operational costs.

9. COMMITTEE/COMMISSION RECOMMENDATIONS -NIL

10. NEW BUSINESS

a) **Harper Road**
[Councillor Lerner]

WHEREAS Council identified improvements for Harper Road, Lavender Road, and Jacks Road as strategic priorities, and both Lavendar and Jacks are already underw
THEREFORE BE IT RESOLVED THAT Council directs staff to include Harper Road improvements in the 2025 portion of the upcoming Draft 2025-2029 Financial Plan for Council's Consideration; AND FURTHER THAT Council directs staff to compile the previously completed beach road end survey data for Harper Road and provide it to

Council, so that Council may consider elements for design and the solicitation of future public feedback regarding Harper Road.

Report:

- Council has identified these roads as strategic priorities.
- The financial plan will be debated/considered soon by Council.
- A survey was already conducted regarding Harper Road, but more public feedback can be solicited for design elements.

b) **Shale Road**
[Councillor Jones]

THAT Staff provide an update to Council on September 25th regarding the drainage plans for the Shale road subdivision AND THAT Staff ensure that no Shale Rd properties are draining onto the District Park that borders the west boundary of the subdivision AND ALSO that Staff ensure that there are no violations to *Bylaw.No. 337, 2023: A Bylaw to Provide for the Regulation of the Use of the Drainage System and Disposition of Stormwater* AND FURTHER THAT appropriate measures are taken immediately if there are violations to the Bylaw or any property drainage to the Districts Park trail.

Report:

The purpose of this motion is to ensure that DOL Bylaws are followed, to ensure protection of the District's Park trail and to avoid situations where new homeowners and the builders may have inadvertently engaged in construction on their property that violates Bylaws.

c) **Village Core Landscaping**
[Councillor Jones]

THAT some of the remaining heathers be used to improve the spacing of the planted heathers, per the design approved by Council, in order to reduce bare patches and minimize weed growth in the future, AND FURTHER THAT the species and their location be followed during this work according to the heather layout design approved by Council.

Report:

There are areas throughout the new landscaping where the heathers are too far apart. Consequently, they will not fill in the bare spaces between them at maturity. These areas will be prone to weed growth which increases the burden of maintenance on Public Works employees. The gaps also fail to meet the design aesthetics the spacing guidelines provide as shown in the design approved by council.

d) **Service of Liquor at Costin Hall for Halloween [Councillor Lerner]**

THAT the Seaside Community Society be permitted, subject to compliance with provincial regulations and District of Lantzville bylaws, to serve alcohol at the Halloween party in Costin Hall on October 26, 2024.

Report:

The organizer contacted Councillor Lerner to request an exception and be permitted to serve alcohol at this event. This has been done for this event in the past without causing issues in the neighbouring area, as the Society ensures appropriately licensed personnel serve the liquor and that adequate security is available if needed. Further, all provincial requirements and District of Lantzville bylaws have also been adhered to in previous events. Given the level of experience of the organizer, Council can be confident that the event will not be a disturbance.

e) **7181 Lantzville Road Development Application Update [Councillor Savage]**

THAT Council directs staff to provide Council at the September 11, 2024, Council meeting or shortly thereafter, some details of the development application of 7181 Lantzville Road including a pictorial rendering of the building, the site plan, the number of residential units, the parcel coverage, and the total commercial floor area compared to the total floor area.

Report:

This is a follow up to the July 26 email request for information on the nature of this application. It is requested because information is needed to consider the Development Variance Permit, and this application's relationship to current zoning and OCP policies and the proposed zoning and OCP amendments.

11. INTRODUCTION OF LATE ITEMS (In accordance with Council Procedure Bylaw No. 141, 2020, subsection 18(8) for regular agenda)

12. INTRODUCTION OF "NOTICE OF MOTION"

13. PUBLIC CLARIFICATION *(Persons recognized by the Chair to speak must first state their name and address for the record and the agenda item regarding which they are seeking clarification (excluding public hearing topics), and may speak once for up to 2 minutes to ask clarification questions.) E.g., How did the vote go?, about technicalities – request interpretation of abbreviations or jargon, etc.*

14. MOTION TO CLOSE THE MEETING TO THE PUBLIC

THAT the regular Council meeting be closed to the public, pursuant to sections 90(1) (a), (c), (d), (e) and (k), of the *Community Charter*, for the purpose of considering:

a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;
c) labour relations or other employee relations;
d) the security of the property of the municipality;
e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and
k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

Following adoption of the above motion, the meeting will be closed to the public.

MEETING REOPENS TO THE PUBLIC

15. RECONVENE

16. ADJOURNMENT BY MAYOR

SCHEDULED MEETINGS:
Accessibility Advisory Committee, Tuesday, September 10, 2024, @ 6:00 pm
Parks and Trails Committee, Thursday, September 19, 2024, @ 6:00 pm
Committee of the Whole, Wednesday, September 24, 2024, @ 6:00 pm
Regular Council Meeting, Wednesday, September 25, 2024, @ 6:00 pm

[redacted]
Lantzville, B.C. V0R 2H0
[redacted]

August 27, 2024

District of Lantzville
7192 Lantzville Road, PO Box 100
Lantzville, BC V2R 2H0

Attention: Mayor and Council By Hand and By Email to district@lantzville.ca

Re: Public Input on Sebastion Road

Dear Sirs/Mesdames,

After over 40 years living nearby, a little over a year ago we realized our dream of moving to Lantzville when we purchased a home near the foot of Sebastion Road. We can therefore offer two perspectives, one as regular visitors to Sebastion Beach before the new improvements were made and another as residents of Sebastion Road after the improvements were made.

Before moving to Lantzville, our visits to the Sebastion Beach were often with our kayaks or paddleboards, typically in the summer months. It was always a bit of a gong show. Nowhere near the beach to stop, park, or turn-around. Congestion, even when on foot, made it challenging to haul kayaks and other paraphernalia from wherever up the street we found parking. God forbid that one might try to drive down near the beach to drop off gear. And eventually we just gave up on the spot and started going elsewhere.

As a result, when we were considering buying a home at the end of Sebastion, we were wary. Yes, it looked like a lot of thought (and money) had gone into the new configuration. And yes, it looked like the problems of the past had been addressed. We asked our Lantzville friends how it was all working out and they confirmed that congestion at the end of the street was much improved, that unruly behavior was largely eliminated due to a campfire ban, and that the situation was, while still very busy in the summer, quite civilized. So we moved to Sebastion Beach.

After two summers in our new home, we are happy to report that the beach appears to be extremely well used and well loved. It does our heart good to see people streaming down Sebastion Road on a sunny day and to see people enjoying the beach, often only a few feet from our backyard. A far cry from the traffic jams, unruly behaviour, and smouldering campfires of the past. And one thing is quite obvious, the new configuration of Sebastion Road doesn't seem to be keeping people away.

What then is thought to need fixing?

1. If parking is the issue, there seems to be a great deal of availability already. Sure, you could squeeze in a few more spots at the end of the road. But compared to the number of people using the beach on a busy day this extra parking would be a drop in the bucket. And it would come at a stiff cost, namely:

    a. For visitors arriving by car the drop-off area for kids, picnic gear, kayaks would disappear;
    b. For visitors arriving by foot, their ability to safely walk to the beach without having to navigate a traffic jam will be compromised. Rather than compounding the problem by turning the end of the road into a parking lot with inadequate turn-around space, pedestrian access could actually be improved by continuing a raised sidewalk all the way down to the beach;
    c. For residents at the end of Sebastion, our ability to get in and out of our driveways safely (or at all) will be compromised. For example, the pumping station is immediately across the road from our driveway and takes up a sizeable portion of the width of the road dedication. If parking were allowed there, we wouldn't even be able to get in and out of our driveway. Moreover, when vehicles illegally park on our side of the street it can be very difficult to safely get out of our driveway. Parents only have so many hands and small children are walking unattended. We need to be able to see them and they need to be able to see us. Again, continuing the sidewalk all the way to the beach to ensure that pedestrians are funneled off the road and onto the sidewalk would be helpful. Also, raising the sidewalk so that people don't illegally park on it would be of benefit.

2. If public washrooms are proposed, please just think about it. Sebastion Road is not a park, it is a public roadway. Who among us wants a public toilet on the street out in front of our house? And even in parks, public washrooms are scary places these days to the point that many people don't want to use them unless they are closely monitored and constantly maintained or replaced. Washrooms will just encourage overnight campers and worse. Please don't do this.

3. And if it's a return to open campfires being contemplated, please continue to restrict them to propane fueled fire pits. No one needs multiple fires smoldering on the beach in the morning. No one needs charred logs and charcoal strewn beaches. No one needs fires in the middle of a campfire ban because "nobody told me there was a ban". And no one needs partying on the beach until all hours and broken glass on the sand. Designated fire pits are not the answer. Most likely they will just serve to legitimize the problems just mentioned but they won't prevent them. In the summer months it's light until 9 or 10 at night. It's not crazy for people to just go home when it gets dark.

Truth be told, there really isn't a lot that needs be done. As they say, if it ain't broke - because you just spent a few million on the problem - don't fix it.

We are amazed and deeply troubled by the current furore. To correct perceived issues with a few parking stalls some are suggesting that we dismantle the beautiful, thoughtful layout of the whole street. As newcomers to Lantzville, that seems to us like a strange way to implement strategic planning. We are the first to admit that we have a vested interest in not having this wonderful spot wrecked. The last time Sebastion Road got out of control, we just stopped coming. We no longer have that option. We live here.

Yours sincerely

[redacted]

From: [redacted]
To: District Public
Subject: Bottom of Sebastion
Date: August 8, 2024 6:10:33 PM

Some people who received this message don't often get email from [redacted]. Learn why this is important

Dear Council:

Definitely washrooms are critical at the bottom of Sebastion. The entire beach, especially between Sebastion and Harper has extremely heavy use by the public and these people are going to go somewhere. I'm sure that hundreds are peeing while swimming and pooping whenever they think nobody is looking. I've have seen people with their pants down by the rocks at the point so I'm sure that the rocky area to the north of the point with less traffic is getting quite contaminated.

Bike racks are also a great idea, especially since more people have very expensive E-bikes. I've always been very frustrated by the lack of bike racks all over the Nanaimo area. In Victoria, there are bike racks outside of most stores and other common areas. If we want to get cars off the roads, we have to make it easier to walk and cycle safely.

Kudos for the gardening around the Village Centre. It's getting quite pleasant to walk there now.

[redacted]

From: [redacted]
To: Delcy Wells
Subject: CONFIDENTIAL: Sebastion Beach Road End: Call for Public Input
Date: September 4, 2024 6:36:59 AM
Attachments: Facts and Considerations submitted.pdf

You don't often get email from [redacted]. Learn why this is important

Dear Director of Corporate Administration,

Attached, please find my document regarding Sebastion Beach Road End: Call for Public Input. As per current practice, please redact my name and address on the public record.

Your consideration would be appreciated. Please confirm by email your receipt of this document. Thank you.

Regards,

[redacted]. a resident.

To: Staff, Council, and Mayor of the District of Lantzville

Facts, Considerations, and Recommendations

re:

"Sebastion Beach Road End: Call for Public Input"

September 4, 2024

[redacted], Lantzville, BC

Introduction

A. NEWS: August 2024 COMMUNITY UPDATE:

> **Sebastion Beach Road End: Call for Public Input**
> The process of re-designing Sebastion Beach Road End is being initiated as per a motion passed at the July 24th, 2024 Council meeting.
>
> Residents are invited to provide input on desired features such as greenspace, bike racks, washrooms, benches, or any other features to complement this beautiful location.

B. DOL Website: July 24, 2024, Regular Council Meeting Agenda, page 4

> **11. NEW BUSINESS**
>
> 126 h) **Beach Road Ends**
> **[Councillor Savage]**
>
> THAT the process of designing the Sebastion beach road end be initiated by inviting residents on the District website and in the Community Update to give input on the features they desire such as Lantzville resident parking only, greenspace, bike rack, washroom, etc, **AND FURTHER THAT as part of this process staff present Council with a report on creating Resident Parking Only in certain areas of select beach road ends,** which could involve issuing Resident Parking passes for display on vehicle windshields which would be issued to any Lantzville resident who requested one.

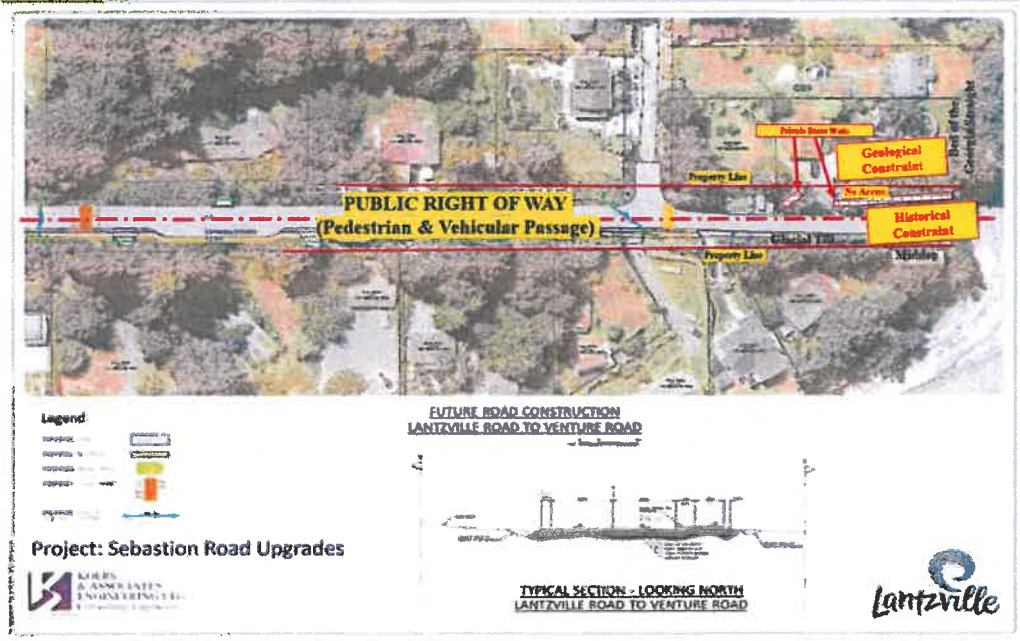
This document is intended to serve as input for Staff, Council, and Mayor of the District of Lantzville regarding "Resident Parking Only " at the end of Sebastion Road.

1. **Fact: At the public session in 2019**: The DOL and KOERS & ASSOCIATES ENGINEERING LTD. presented a **proposed set of engineering drawings regarding "Project: Sebastion Road Upgrades" and "Project: Phase 3 Sanitary** Sewer - **Sebastion Road"**.

   Note – *Historical/Geological Constraint*: DOL allowed a resident to build and retain stone walls around glacial till and the bed of Georgia Straight that obstructs access on the public right of way. These walls occupy a large portion of public right of way lying between two property lines at the end of Sebastion Road as shown on the next page: **Slide 4**.

2. **Consideration:** Although a large portion of the public right of way is not available for traffic or parking or amenities, "Sebastion **Beach Road End: Call for Public Input" is calling for public input on** traffic, parking, and amenities by putting undue public pressure on the remaining portion of the public right of way, which is negatively impacting the east side as shown on the next page: **Slide 4**.

Slide 4


PUBLIC RIGHT OF WAY
(Pedestrian & Vehicular Passage)
Geological Constraint
Historical Constraint
Property Line
Property Line
Legend
FUTURE ROAD CONSTRUCTION
LANTZVILLE ROAD TO VENTURE ROAD
TYPICAL SECTION - LOOKING NORTH
LANTZVILLE ROAD TO VENTURE ROAD
Project: Sebastion Road Upgrades
Lantzville

3. **Fact: Before considering the "The process of designing the** Sebastion **Beach Road End", note that the design was completed by nature. After completing "Project: Sebastion Road Upgrades", DOL is left with maintaining and protecting this narrow and very fragile entrance to the present natural boundary of the sea.**

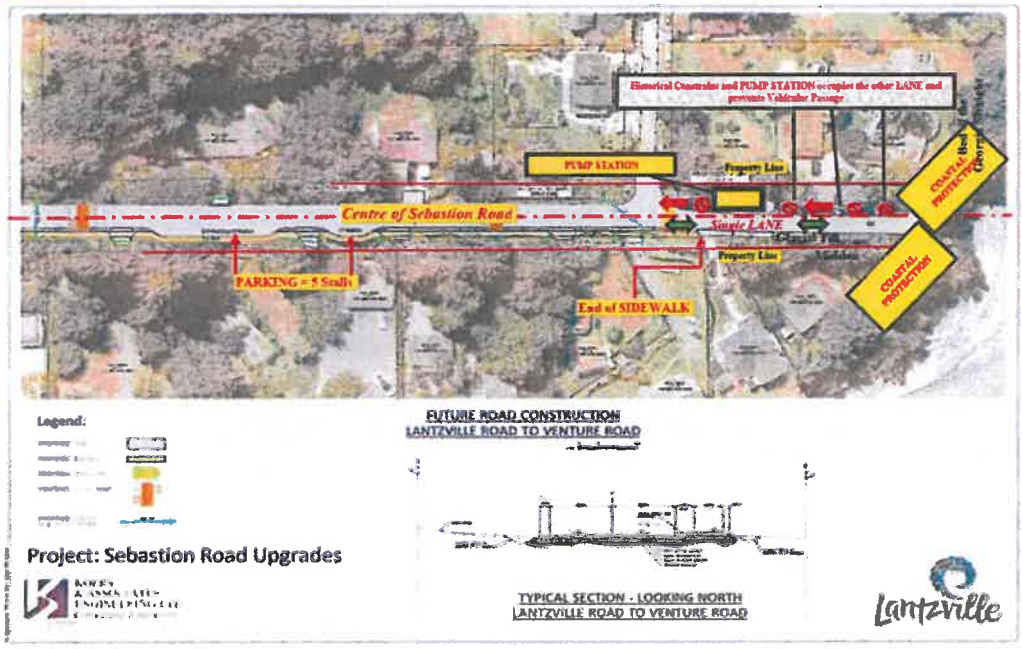
   Note – ***Coastal Protection Constraint*** **(DOL BYLAW NO. 180. 2.12):** The eroding edges of the remaining glacial till and midden on the bed of the Georgia Straight are under constant and inevitable threats from the consequences of climate change along with rising sea level and increasingly extreme winter storms in addition to human causes. Evidence of erosion can be observed under the garbage can, the two-benches and the surrounding area at the end of Sebastion Road

4. **Fact: The DOL completed "Project**: Sebastion **Road Upgrades"**. Sebastion Road was officially upgraded to be in accordance with the current DOL bylaws, relevant statutes, and corresponding rules and regulations specified in DOL Engineering Specifications of DOL BYLAW NO. 175.

   Note – ***Parking was provided.*** Eleven parking stalls are available on Sebastion Road for DOL to regulate and enforce with the appropriate traffic control devices (DOL BYLAW NO. 28).

5. Fact: DOL BYLAW NO. 175 : After Venture Road, Sebastion Road narrows to a ***Single LANE*** on the east side due to the location of the pump station and the historical/geological constraint, leaving no room for vehicles to turn around. DOL Engineering Specifications require that the relative widths of two lanes or parking or boulevard or sidewalk for the configuration of Sebastion Road to be measured from the ***Centre of Sebastion Road*** as shown on the next page: **Slide 6**.

Slide 6


Historical Cenotaphs and PUMP STATION occupies the other LANE and
PUMP STATION
Property Line
Centre of Sebastion Road
Single LANE
Property Line
PARKING = 5 Stalls
End of SIDEWALK
COASTAL PROTECTION
COASTAL PROTECTION
Legend:
FUTURE ROAD CONSTRUCTION
LANTZVILLE ROAD TO VENTURE ROAD
TYPICAL SECTION - LOOKING NORTH
LANTZVILLE ROAD TO VENTURE ROAD
Project: Sebastion Road Upgrades
Lantzville

6. **Fact:** DOL BYLAW NO. 175 includes the DOL STANDARDS and PROFESSIONAL ENGINEERING SPECIFICATIONS. A sample of DOL Engineering Specifications for various types of roads in Lantzville is shown on the next page: **Slide 8**.

6. **Fact: from "Project: Sebastion Road Upgrades": According to all relevant drawing sets of KOERS & ASSOCIATES** ENGINEERING LTD, the DOL approved the current configuration of Sebastion Road, as superimposed on the DOL Engineering Specification in **Slide 8**: from the Property Line in the WEST, PUBLIC RIGHT OF WAY, 3.25 M LANE, the *Centre of Sebastion Road*, 3.25 M LANE, (2.5 M PARKING and 1.5 M SIDEWALK) OR (1.0 M BOULEVARD and 1.5 M SIDEWALK), and the remainder of PUBLIC RIGHT OF WAY to the Property Line in the EAST.

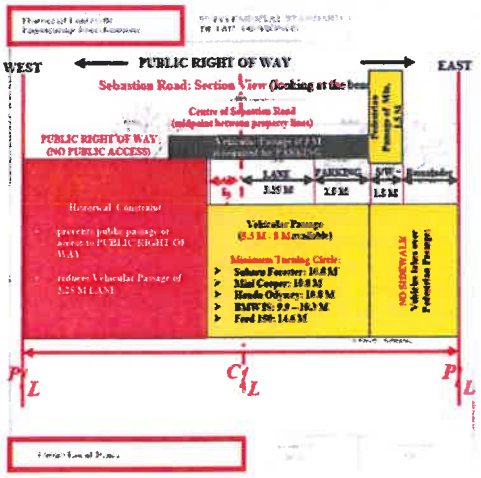
   Note: ***The Minimum Width of Vehicular Passage required for PARKING is 9 M*** (= 3.25 M LANE + 3.25 M LANE + 2.5 M PARKING) on Sebastion Road. North of Venture Road, due to the ***PUMP SATION*** and the ***Historical Constraint*****, only about 5.3 M to 8 M,** is available for Vehicular Passage at the end of Sebastion Road. Since this narrow Vehicular Passage is not wide enough to accommodate two-way traffic and PARKING, 2.5 M PARKING should be replaced with 1.0 M BOULEVARD and 1.5 M SIDEWALK to be consistent with the DOL approved configuration. Currently, there is neither BOULEVARD nor SIDEWALK.

8. **Fact:** Adjacent to every residence on the east side of Sebastion Road, there is, from the centre of the road, a 3.25 M LANE, made up of either (a) 2.5 M of PARKING and 1.5 M SIDEWALK or (b) a 1.0 M Boulevard and a 1.5 M SIDEWALK in addition to the remainder of the public right of way to each property line as shown on the east side.

9. **Fact:** The sidewalk ends abruptly at 7180. 7180 and 7186 are the only residences that do not have a 1.5 M SIDEWALK along the FRONTAGE on the east side of Sebastion Road as sown in **Slide 6**.

   Note: The absence of this 1.5 M SIDEWALK appears to cause ***misperception by some residents*** to utilize the remaining portion of the public right away for the purpose of Vehicular Passage only without any consideration for Pedestrian Passage or turning around of vehicles. This misperception also overlooks ***Constraints*** as identified in this document in addition to the required widths for LANES or PARKING or BOULEVARD or SIDEWALK.

Slide 8


WEST
PUBLIC RIGHT OF WAY
EAST
Sebastian Road: Section View (looking at the beach)
Centre of Sebastian Road
(midpoint between property lines)
PUBLIC RIGHT OF WAY
(NO PUBLIC ACCESS)
Pedestrian Passage of Min. 1.5 M
LANE
3.25 M
PARKING
2.5 M
S/W
1.5 M
Historical Constraint
prevents public passage or access to PUBLIC RIGHT OF WAY
reduces Vehicular Passage of 3.25 M LANE
Vehicular Passage
(3.5 M - 5 M available)
Minimum Turning Circle:
Subaru Forester: 10.6 M
Mini Cooper: 10.8 M
Honda Odyssey: 10.8 M
BMW I3: 9.9 – 10.3 M
Ford 150: 14.6 M
NO SIDEWALK
Vehicles have over
Pedestrian Passage
P/L
C/L
P/L

10. Fact: DOL BYLAW NO. 175:

PART 2: PROFESSIONAL ENGINEERING SPECIFICATIONS
3.3 Supplementary Standard Detail Drawings: R9SS (***Cul de SAC***) & R13SS (***Turn Arounds***).

Note: ***Sebastion Road is not wide enough to accommodate Cul de Sac or Turn Arounds.***

PART 1: STANDARDS FOR WORKS AND SERVICES
3.18 Where a highway or highways exist adjacent to the proposed subdivision but no developed road exists, or the existing road does not meet the width or construction standards set out in this bylaw, or an existing road lacks underground wiring or road lighting services required by this bylaw, a road, together with underground wiring and street lighting shall be constructed, installed, improved, upgraded, or widened along that portion of the highway or highways immediately adjacent to the lands being subdivided, except where deemed by the Director of Public Works to be premature based on sound Professional Engineering practice.

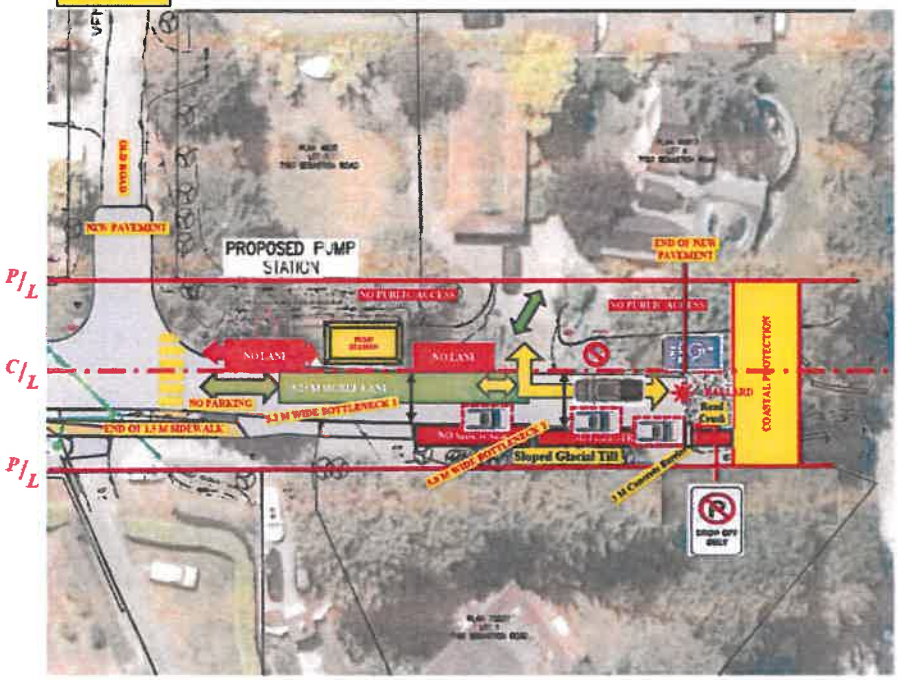
Note: The end of Sebastion Road does not meet the width or construction standards set out in this bylaw. The previous Director of Public Works determined that ***NO PARKING*** is allowed at the end of Sebastion Road based on sound Professional Engineering practice.

The absence of CURB, BOULEVARD, and SIDEWAK, however, is ***inconsistent*** with the rest of the east side of Sebastion Road and negatively affects the residences at the end of Sebastion Road,

11. Fact: The DOL utilized the available 5.3 M TO 8 M of Vehicular Passage for the following purposes: (i) vehicular DROP OFF, (ii) Emergency & Service Vehicle Access (ambulance/fire/police/DOL trucks), (iii) Search & Rescue Operations at the *END OF NEW PAVEMENT*, and (iv) access to the lower driveway of the residence at the end of Sebastion Road. HANDICAP PARKING ONLY was installed later as shown on the next page: **Slide 10**.

Note – ***Positive Feedback & Appreciation*** from HANDICAP PARKING ONLY users and DROP OFF ONLY users for water sports, family picnics and celebrations with food, equipment, tables and chairs **about the ease of access to DROP OFF ONLY**.

Slide 10


PROPOSED PUMP STATION
NEW PAVEMENT
END OF NEW PAVEMENT
NO PUBLIC ACCESS
NO LANE
NO PARKING
END OF 1.5 M SIDEWALK
Sloped Glacial Till
COASTAL PROTECTION
P/L
C/L
P/L

12. **Fact:** The current configuration of DROP OFF ONLY prevents decades old public abuse of traffic rules and regulations, over-crowded parking, overnight parking of campers or trucks in this narrow and confined space. There is no space available for two-way traffic with proper parking or turning around. The current configuration largely prevents overnight camping, large gatherings with excessive noise, partying, loud music, beach fires, broken bottles, burned cans, burning of beach logs, trespassing and vandalism of private property (taking off fence panels to burn and removing chairs and tables from private yards for parties), on-going calls to Fire and Police in the middle of the night. The configuration also addresses the need for DOL to prevent vehicles pushing over and damaging fence posts and fence panels on private property by installing protective concrete barriers.

13. **Consideration:** The current configuration of DROP OFF ONLY achieves the ultimate goal of regulating the traffic flow in this narrow and confined area. However, the current configuration traffic control devices presents the following problems of blocking or interfering with pedestrian flow as shown on **Slide 10**:
    - The failure to continue the-SIDEWALK to the end of the road allows vehicles to park (where the SIDEWALK should be located) and blocks Pedestrian Passage.
    - Two "NO PARKING ANYTIME" signposts (where the SIDEWALK should be located) on the east side of road end force pedestrian flow into the middle of road end.
    - The 3.0 M and 1.2 M Concrete Barriers (where the SIDEWALK should be located) redirect Pedestrian Passage and force pedestrian flow into the middle of the road end.
    - Two signposts (DROP OFF ONLY and DEADEND) and the Garbage Can (where the SIDEWALK should be located) also redirect pedestrians to the middle of the road.
    - Another set of 3.0 M and 1.2 M Concrete Barriers interfere with HANDICAP PARKING ONLY users and their equipment.

14. Recommendation

Reconfiguration of the existing traffic control devices would complement this beautiful location with Accessible and Safe Pedestrian Passage for pedestrians, especially for children or pets or strollers or walking devices from Lantzville Road all the way down to the narrow and fragile entrance to the present natural boundary of the sea as shown on the next page: **Slide 13**.

1) **Relocation of three 3.0 M Concrete Barriers**: Locate three 3.0 M Concrete Barriers on the NEW PAVEMENT and align them along the edge of ***NEW PAVEMENT*** as shown in the Slide 10 and Slide 13 (Sebastion Road was newly paved including a short section of Venture Road to connect to the ***OLD ROAD*** of Venture Road) or place them 3.25 M away from the ***centre of Sebastion Road*** to separate Pedestrian Passage from Vehicular Passage.

2) **Relocation of the two "NO PARKING ANYTIME" Signposts on the east side of Sebastion Road:** These should be relocated on the Road Crush before the 3.0 M Concrete Barrier on the NEW PAVEMENT.

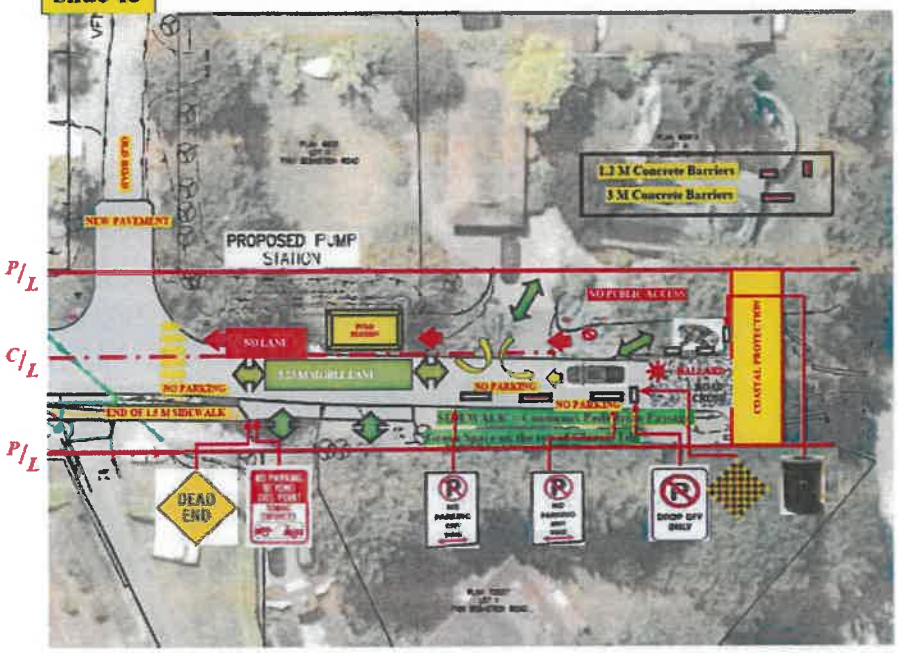
3) **Relocation of the "DROP OFF ONLY" & "DEADEND" signposts and a Garbage Can**: These three items should be relocated as shown on the Slide 13 to allow Pedestrian Passage.

4) **Relocation of four 1.2 M Concrete Barriers**: These four 1.2 M Concrete Barriers should be relocated as shown on the right side to allow accessibility for HANDICAP PARKING ONLY users and to control vehicular movements.

15. Summary: Implementation of the items above (14. Recommendation) as shown on **Slide 13** will allow Sebastion Road to be in accordance with DOL BYLAWS NO. 175, NO. 180, and NO. 28 by providing for continuous and safe Pedestrian Passage.

In addition, a signpost with "DEADEND "and "NO PARKING BEYOND THIS POINT" would provide information for those who are looking for parking beyond this point.

Slide 13


1.2 M Concrete Barriers
3 M Concrete Barriers
NEW PAVEMENT
PROPOSED PUMP STATION
P/L
C/L
P/L
NO LANE
NO PARKING
END OF 1.5 M SIDEWALK
NO PARKING
NO PARKING
COASTAL PROTECTION
DEAD END
DROP OFF ONLY

To: Councillors and Staff: The District of Lantzville

[redacted]

[redacted] Lantzville, BC, September 1, 2024.

In the August 2024 Community update, there is a "Sebastion Road End Public Beach Access – Call for Public Input"

As Stewards of the Land In this time of massive climate change, we must keep environmental protection top of mind. Council has identified "2. Environment First" as a strategic priority. The Sebastion Road public access lies in the Coastal Protection area (B 180 2.12) through Indigenous midden on top of glacial till which is eroding to the beach. It is a truly lovely spot deserving of our protection.

It will be important to continue "greening" this area. As finances allow, planting shrubs around the pumping station would be a nice visual break from the cement and chain link. Sebastion Road End is working well in a small area where a lot of people want to come. There is no room to add more "stuff" to the grass area at the entrance to the beach. (Eroding ground below the grass area is where the coastal protection area commences: "the present natural boundary of the sea" and extends 15 m north) Let's keep this area as natural, beautiful and open as possible: a public beach access should be a safe and tranquil area to pass through for pedestrians and cyclists on the way to the beach.

On August 3, 2024, some 187 people were enjoying the beach at low tide. This represents nearly 5% of the population of Lantzville (approx. 3800) in one place at one time! All Afternoon a continuous stream of people walked safely on the road to and from the beach.

The Koers Design of this road, (Call for Resident input 2019) was implemented in a big Capital Project 2020 (Sebastion Road upgrade, Sewer Pumping Station). This Multi Million Dollar design has addressed many issues that were an ongoing problem. With the "Drop Off Only" it allows ***everyone*** to get to the public access and drop off gear such as chairs, coolers, sun tents, kayaks, Kite Boards, floaties, etc. We have a handicapped spot enabling access for folks who need this. Many visitors comment on the ease of access and lack of congestion with this configuration.

It is clear that there could never be enough parking at the road end for the number of people visiting the beach. The only way to accommodate access to ***everyone*** is to have **Drop Off Only**. This "Drop Off Only" approach is used throughout BC to deal with locations where there is a high volume of people wanting to access an area. There is ample parking within 115 M ***or less*** from the drop-off area.

Additional decades old problems that have been resolved include:

*Frequent call out of RCMP is now rare
*Overnight Camping problem much reduced
*There is an emergency access for fire and ambulance, reducing the need for ambulance personnel to carry injured people through 7186 to get to the road. (Emergency Access through 7186 has occurred 2x in the last 5 years)
*Danger to Pedestrians, especially children, is much reduced. It is now safe for pedestrians to walk down the road end to the beach. In the past, there were many near accidents due to chaotic congestion
*No more Missed Garbage pickups: Garbage trucks can access this area to pick up residents' garbage, green and recycling carts

The health of the foreshore has increased markedly since 2019 when fires were banned. As Logs are no longer being illegally harvested here, nor burned in beach fires, they are collecting naturally on the beach and doing their job to reduce erosion. No more buckets-full of burnt nails collected from burnt pallets. Many plants are now growing along the foreshore and creatures are slowly coming back as well. In the intertidal zone, we are slowly seeing a return of bat stars, purple starfish, green, red and pendulous anemones, whelks, moonsnails, clams, barnacles and mussels to name a few species.

In the strategic priorities 2023 - 2026, three Road ends: (Harper, Lavender and Jacks Road) are identified as the Beach Accesses next to be addressed. Jacks Road is currently closed and is being worked on. I am unaware of plans for Harper or Lavender Road Ends, or a call for public input in the Community Update for these Road ends. Consistent procedure and maintaining priorities is important and uses public finances most effectively. However, a motion to call for public input to consider substantial changes to a road end for which we as taxpayers have recently paid ***literally millions of dollars*** diverts attention from those identified priorities. In addition, there are many aging infrastructure issues for basic municipal concerns such as road repairs and water supply in Lantzville. How can it make sense to focus on an area on which we so recently spent millions of dollars?

Currently, Sebastion Road north of Venture Road includes a pumping station and four driveway accesses. At the lower end, there is a handicapped parking spot (Koers Engineering diagram: April 2020), a driveway access, two garbage cans, two benches and a bike rack. There is no room for a washroom in this area, nor does one belong at a public access. Where would the substantial cost for staff to maintain this come from? Not to mention the added attraction for overnight camping or drug use with a Washroom.

The 20 public beach accesses in Lantzville are accesses, they are not Beach Parks.

Things like washrooms, parking or piloting fire rings belong at a Beach Park where the District can actively maintain them. Pierce Woods Beach Park was to open in 2024 but there is no sign of this happening. DoL spent $1,401,750 on the Pierce Woods Beach Park.

If the District is not going to make this Beach Park available to the public, perhaps it could be sold so that the funds can be used for other needed priorities such as aging infrastructure.

People are not very friendly when it comes to traffic jams or being blocked in. There have been many arguments between people accessing the beach over the 20 years prior to the "Drop Off only". Adding new infrastructure or reorienting parking *diminishes* the benefits of the current design and invites a return to the problems of the past, undoing those costly efforts. Resident Permit parking is not a viable option because the DoL cannot effectively monitor the area and once again, doing so would entail a further significant staff cost.

Currently, after dropping off gear, there is ample parking available on Sebastion, Venture and Peterson of "Drop Off" location.

Parking at the road end in the past meant chaos and congestion: danger to children and other pedestrians, *no* dedicated space for handicapped, *no* drop off area, this making the road end a first come option only, (i.e., if you don't get there early, too bad, you won't have any place to drop off your kayak or other gear!) Parking also meant overnight campers, regular RCMP call outs and more. The fact is there is not enough room for parking or other items. The road is already narrower than the bylaw (175) specifies. The access is further complicated by the topographical structure, indigenous midden and a stone wall that narrows the road end.

Money comes from our tax payer $. Let's use our money wisely and focus on the real priorities of water (SP19.) and roads (SP 20.) Roads and parking require Civil Engineers to design and stamp (B175). After 24 years of observation, it is obvious that the current configuration works well and accommodates more people more safely than the chaos of the past.

To re-iterate:

1. we have *already* paid for Koers to design this area. Why would we do so again?
2. The current design accommodates more users than it did before the Koers design, diminishes user disputes, police call outs, and beach chaos;
3. There are existing plans to improve access at other road ends that have not been addressed.
4. There is an expensive Beach Park that is incomplete and wasteful in that state;
5. Adding a few parking spots in an already congested area would add, not reduce, congestion and associated problems; and
6. Any modification would offend the District's own bylaws, detract from current strategic priorities and undo the benefits of the current design.

Sincerely, [redacted]

From: George Robinson
To: [redacted]
Cc: Delcy Wells; Aria Long
Subject: FW: Sebastion Beach Road End: Call for Public Input
Date: September 4, 2024 9:03:03 AM
Attachments: image001.jpg
Facts and Considerations submitted.pdf

Hello,
Thank you for your input. I'm forwarding this on to our Director of Corporate Administration for inclusion in the Council agenda.
Warm regards,
George

George Robinson, MCIP, RPP | Director of Planning and Community Services
District of Lantzville | 7192 Lantzville Road, PO Box 100, Lantzville, BC V0R 2H0
T: 250.933.8083 **F:** 250.390.5188 **E:** grobinson@lantzville.ca



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From: [redacted]
Sent: Wednesday, September 4, 2024 6:29 AM
To: George Robinson <grobinson@lantzville.ca>
Subject: Re: Sebastion Beach Road End: Call for Public Input

You don't often get email from [redacted] Learn why this is important

Dear Mr. Robinson,

PARKING is not a matter of public opinions, but a requirement for the matter of the DOL STANDARDS and the DOL ENGINEERING SPECIFICATIONS based on sound PROFESSIONAL ENGINEERING Practices. The DOL already upgraded Sebastion Road to be in accordance with the DOL bylaws. This motion appears to undermine the DOL decisions and approvals made by Previous Staff and Council during the "Project: Sebastion Road Upgrades" based on the DOL STANDARDS, the DOL ENGINEERING SPECIFICATIONS, and sound PROFESSIONAL ENGINEERING Practices as in the DOL bylaws.

From: [redacted]
To: District Public
Cc: [redacted]
Subject: Input to Sebastion Road and Road End
Date: September 4, 2024 11:19:26 AM
Attachments: LT DOL Sep 4.2024. Sebastion Road.docx

Some people who received this message don't often get email from [redacted]. Learn why this is important

Please find attached our input in response to the invitation in the August Community Update.

Please acknowledge receipt.

Thank you

[redacted]

To: Lantzville District Council by email: district@lantzville.ca

Re: Sebastion Road End Proposal
Date: September 4, 2024

Thank you for the opportunity to provide input to the July 24 Council motion regarding the Sebastion Road proposals. We appreciate the tireless work of Council members to conduct the work of the District and to address this important subject.

The August edition of the Lantzville Community Update states as follows:

> The process of designing the Sebastion Beach Road End is being initiated as per a Council motion passed at the July 24th Council meeting. Residents are invited to provide input on desired features such as greenspace, bike racks, washrooms, benches, or any other feature to complement this beautiful location. Please send your ideas to Council by email to district@lantzville.ca, or by mail to 7192 Lantzville Road, P. O. Box 100, Lantzville, BC, V2R 2H0. Residents may also drop off feedback in person at 7192 Lantzville Road (Municipal Hall) during business hours from 8:30am to 4:00pm, Monday through Friday excluding statutory holidays. Input will be received until Wednesday, September 4th, 2024, at 4:00pm.

Item 11h (evID2281evattID7031.pdf (lantzville.ca)) of the July 24, 2024 meeting of Council states as follows at page 126 (page 26 of .pdf), referred to in this letter as "Item 11h":

> Beach Road Ends Report:
>
> Last term, Council created an empty space at the end of the new Sebastion Road, in order to allow for a future design of this road end. There has already been a process of public input for all beach road ends which is summarized by a report done by the MAIBRI group at Vancouver Island University. Receiving more public input specifically for the Sebastion road end would be helpful.
>
> Parking has been an issue on Sebastion since the new road was installed, which eliminated dozens of parking spaces.
>
> One solution to reinstate some of these spaces is to grade some of the western road shoulders flush with the road.
>
> The new road is lower than the old road, leaving some road shoulders no longer level with the road.
>
> As areas outside of Lantzville such as Nanaimo grow, there has been increasing pressure from tourists and neighbouring areas on Lantzville's limited parking at beach road ends. Another development is social media can broadcast certain beach roads [*sic*] ends as places to party at night or have campers/RV's enjoy the free parking by the seaside. This can negatively affect those living near these beach road ends, with loud music/partying disrupting sleep.

One solution to these pressures could be to create Resident Only parking in certain problem areas at certain beach road ends. Such "Resident Only" parking passes could be given to any Lantzville residents who request them. In other municipalities "Resident Only" parking passes are offered to all residents in a neighbourhood, so it appears that it is legislatively allowed to restrict parking to certain user groups.

This would help ensure Lantzville residents could have access to the limited parking spaces at certain beach road ends. At some beach road ends, the majority of summer beach goers are non-Lantzville residents. They could be accommodated by having parking available in other parts of the street further back from the beach road end, or also park at Costin Hall or the Seaview School parking lot owned by the District. This would help spread out the parking and take the vehicle pressure off the limited parking spaces right at the beach, resulting in a more peaceful setting for the beach road end neighbourhood.

Land Disturbance, Environmental Impact and Congestion

We have considered the issues raised in the Community Update and Item 11h by reference to three criteria: land disturbance, environmental impact and congestion. We are particularly mindful of the significant expense to which the taxpayers of Lantzville have been exposed to address the many prior road use and beach access problems that persisted up to and including the Phase 3 Sewer Upgrade, which those efforts seem to have largely resolved. Notably, while land disturbance is in the nature of property development, and a necessary aspect of the District Council's obligation to oversee that development, the District's strategic priorities are geared toward greening, not browning. Presumably, that priority includes stewardship over the lands next to the contiguous beaches. With increased pressure on the relevant geography through population growth, property development and land use choices, we submit that abiding by these basic criteria would help avoid revisiting the same costly decisions.

A. Comments to Points Raised in Community Update

1. Greenspace: The road end is working as intended based on the objectives of the prior very expensive capital works. The area is generally not maintained, perhaps by design, thus allowing the District to devote precious operating funds to those areas in Lantzville that are incomplete, including beach access and park areas, as set out in the 2023-2026 Council Strategic Priorities.[1] The current design addresses the needs of the community to access the beach with the least amount of land disturbance, environmental impact and congestion. Thus, the current plan meets the basic criteria. Any further disturbance diminishes the existing greenspace. Any infrastructure or features that do not abide by these primary criteria for greenspaces should be immediately rejected in the absence of a compelling rationale to deviate from them. We have neither heard nor seen such a rationale in the materials provided by Council for input.

2. Bike racks: It is possible that a bike rack would take pressure off some of the congestion, but the evidence for it is weak. While we are not in opposition, we do not see the need. Bike access is currently uninhibited, and bike storage at the beach access has not been an issue as far as we are aware (possibly, we are not adequately informed). As we observe, users gain access to the beach

[1] Lantzville_StrategicPriorities_2023-2026_Feb2024.pdf

primarily by vehicle. As realtor websites regularly note, it is well entrenched in the real estate market that Lantzville is car friendly (10/10), not cycling (3.4/10), transit (2/10) or walking (1.7/10) friendly.

3. Washrooms: Public restrooms at beaches are found in many locations around the world and at some beaches on the West Coast. Apart from the capital costs, they are resource intensive to maintain. Lantzville does not even abide by basic federal guidelines for risk management at Sebastion Beach[2] much less have the staff, budget or operating bandwidth to address the additional concerns created by a public restroom located on a beach, which is different than the restroom facility located at Huddlestone Park, which we understand is well-maintained and useful for its purposes. Best practices for all public washrooms require attention to numerous public safety issues, including security, disease transmission and sanitisation including frequency and adherence to evolving standards for disinfectants, especially on high touch surfaces, but beachside public washrooms require an additional level and degree of redundancy, and additional failsafe mechanisms required to control effluent in a tidal zone. Municipalities and community areas with considerably larger staffs, budgets and operating mandates already struggle with these issues – it is not apparent that Lantzville is in position to attend to these needs when the District cannot even attend to parking enforcement. Therefore, in absence of a viable operating budget, we must oppose it, even if funds are available for the capital costs of such a facility, as welcome as it might otherwise be.

   On a related note, Lantzville is apparently unable to address the numerous instances of disposing of fecal matter on the beach, berms, the road end and access area, and private properties. A useful and reasonably lower cost option to address this concern, while maintaining the Canadian guidelines and staying within the three principal criteria, would involve increased education and unobtrusive signage to increase beach user cooperation and buy-in to preserve Sebastion Beach for now and future generations. If still deemed necessary, would the District not first consider expanding the Huddlestone restroom?

4. Benches: To the extent District staff can stay within the parameters of the three criteria above, we have no opposition to the concept of additional, well-placed benches within reason.

5. "Other feature to complement this beautiful location": Whether adding further features, amenities, infrastructure, etc., to the Road End would help beautify it is unknown. If Council has something to propose, it would be helpful to know what it is to satisfactorily answer the question. By and large, given the objective of maintaining the road end, it would be preferable to decrease rather than increase the number of features in the present configuration. Beautification should first be devoted to sufficient resources to maintain and preserve the most natural state possible, to stay within the parameters of the three criteria above, and improve the pump station appearance, addressed further below.

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[2] Guidelines for understanding and managing risks in recreational waters: Beach sand management and best practices - Canada.ca)

B. Comments to Points Raised in Item 11h

We are not by our input seeking to revisit the Sebastion Road Ends Report or the MAIBRI Group summit, which the current public input period limits by the terms of the Community Update. We are providing input to the main points raised in a District Councillor's motion to call for public input, which we understand are articulated at Item 11h.

1. Future Design of Sebastion Road End: Item 11h refers to the creation by Council of an "empty space at the end of the new Sebastion Road, in order to allow for a future design of this road end." We understand Item 11h to be solely concerned with "[r]eceiving more public input specifically for the Sebastion road end…." Ignoring the logical flaw in the purpose of Item 11h (the creation of an empty space), the future design is unnecessary since it has already achieved its logical end of reducing and in some cases eliminating the prior problems that the road and road end reconfiguration were designed to achieve. We think several of the points raised for public input at Item 11h (as well as the Community Update) risk returning Lantzville to a time before the present configuration of the road and road end largely brought an end.

2. Parking: The subject of parking adequacy since the recent reconfiguration of Sebastion Road is the primary subject of Item 11h, which we address along with related subtopics.

   The premise that the current "parking situation on Sebastion Road since the new road was installed, which eliminated dozens of parking spaces" is flawed, two of which stand out:

   > First, parking spaces on Sebastion Road are unused for the vast majority of the year. Even during the warm days of the year, usage is episodic. Peak usage, however, which occurs on the warmest weekend days, arises only periodically. No one builds infrastructure for peak demand. It is a wasteful errand. There are other and better uses for precious funds and resources, including the completion of current projects found in the 2023-2026 Lantzville Council Strategic Priorities.[3]
   >
   > Second, the addition of a dozen parking spaces is never going to supply adequate parking for these peak demand days. By way of example, there are from time to time a few hundred people gathered on the beach, or near the Road End beach access at Blunden Point; there is no amount of parking that will satisfy that level of demand.

   The current Sebastion Road design is a rational way to maximize beach access by providing a drive by/drop off system within steps of the public access point. It is a reasonable compromise between access and the three criteria above, that works for those accessing the beach, despite its shortcomings in addressing properties nearest the road end.

3. Resident Only Parking: It is true that "locals only" parking solutions are used elsewhere. One can find this solution throughout Metro Vancouver. The most noticeable feature of these parking areas, however, is housing density. Downtown Vancouver, one of the densest downtown areas in North America, and the densest in Canada at 18,837 per square kilometre, is a prime example[4]. That kind of parking is not designed for episodic and peak demand in areas

[3] Lantzville_StrategicPriorities_2023-2026_Feb2024.pdf

[4] Downtowns in the largest urban centres also have the highest population densities (statcan.gc.ca)

with low-density land use. It is justifiable in those densities because the burden and benefits of significantly greater staffing, budgets and operating parameters. That is not a description of how the District functions, which some might say is a feature, not a defect, of life in Lantzville.

Even if there were a justification for resident-only parking, there is no evidence whatsoever that it will make any difference. That is because the District does not currently enforce its own bylaws and signage in the "no parking" zones. On peak demand days, and on some high demand days, cars park on both sides of the road, including in the "no parking" zones. They do that because no one believes their vehicles will be towed.

The prospect of a parking system designed to compel the inhabitants of one street to have permission to park their cars on the road is a solution in search of a problem. Residents of Sebastion Road, by and large, and perhaps without exception, park on their own properties. Visitors to their homes might have need for parking but that does not make them residents. Even granting such permits, as of right, to inhabitants of Lantzville would require an eavesdropping oversight system that would inevitably lead to abuse, which is as common as surreptitiously obtained handicapped parking stickers. It also suggests that the District could take away such permits with a simple motion.

In the end, this proposal avoids the most obvious solution, which is to maintain the drive by/drop off system currently in place, with necessary fixes to address the incoherence of the current configuration of the road end. Drivers can then park at locations further south on the road, at Costin Hall or Seaview School and along other streets, as well as Huddlestone Park. Acknowledging that some families will show up for a day at the beach with one adult such that dropping off is not feasible, the better solution is to improve each other area and maintain or increase parking spots on other streets rather than pile on Sebastion Road after partially fixing the road end and "no parking" zones.

4. Parking spaces on west side of Sebastion Road: Item 11h considers grading "some of the western road shoulders flush with the road" acknowledging that the "new road is lower than the old road, leaving some road shoulders no longer level with the road." We have not inquired as to the geotechnical, biological, hydrological or civil engineering aspects of such a consideration. We are not opposed to such efforts but would not expect to shoulder the financial burden. However, it is obvious that the recently introduced and refurbished drainage ditches would have to be accommodated, at some unknown cost, or avoided altogether, as would the parts of Sebastion Road nearest Stewart Creek.

5. Stewart Creek: The damage to Stewart Creek has already been felt. That Creek drains to the ocean after crossing our property. It was previously easier to maintain, but we now face regular litter cleanup in the creek and invasive plant life as well as turbidity and disrupted water flow, from upstream. Whatever the parking solutions, we would expect better care for Stewart Creek than it received during the Phase 3 Sewer upgrade.

6. Garbage collection: One of the reasons for the inset parking on the east side of Sebastion Road is to accommodate garbage collection. On peak demand parking days, there is periodic inconvenience for sanitation workers and homeowners alike as access to bins is hampered by parking with empty bins left on the road instead of the sidewalk. For similar reasons, inset

parking would be required to accommodate sanitation services if the west side of the road were to see more spaces. If only for this reason, parking enforcement is desirable.

7. Emergency Services: On peak demand days, Lantzville is living dangerously. When vehicles are parked illegally or on both sides of the road at the narrowest points, including outside of inset parking areas, emergency services are at risk of inability to access all parts of the road. This is a District negligence prospect that comes from lack of enforcement, but it is also reasonably foreseeable that injury or death could transpire in the wrong circumstances. It would be unfortunate for all involved to suffer such consequences by a simple failure to enforce.

8. Sewage Pump Station: Having made the decision to locate a sewage pump station at the Sebastion Road End, local residents and beachgoers are greeted with regular foul odours and an indecorous facility as the main visual structure before entering the beach access area. Whether the District can do anything about the odour is one thing, but the visual dissonance with the beauty of Blunden Point might be alleviated by the addition of plants or even small trees, in planters or otherwise. It strikes us that doing so would be within a modest budget.

9. Beach and Beach Access Nuisances:

   Broadcasting – Sebastion Beach is no exception to the phenomenon of increased populations directing themselves to beaches and beach road ends through the influence of social media and related broadcast mechanisms, for a variety of purposes. Many trails and destinations have now been put under full time surveillance and population control, not just to address daytime and nighttime party locations, but even just for high-impact, high volume visits of short durations. This type of location is another example of where the establishment and associated expense of resident only parking has stretched the resources of relevant municipal, regional and provincial authorities.

   Campers – Population pressures are damaging ecosystems, fragile or otherwise. The prospect of increased parking that campers and recreational vehicles could occupy has vexed many municipalities already. Some have prohibited such vehicles altogether, at considerable expense and aggravation. One way to manage that particular issue is to reduce available parking and prohibit overnight parking in certain areas.

   RCMP Callouts – instances of requiring police assistance to deal with aggressive behaviour, disruptive conduct and trespass is relatively infrequent. We think that better road and parking enforcement would assist in reducing it further.

   Road Safety – It is clear to us that dangers to children and all pedestrians is reduced with access to a sidewalk. This is a shortcoming at the road end and too frequently drivers who park illegally contribute to increased danger for children and other users. Increased congestion by adding parking spaces, especially hard-won access to such spaces, would see a return to greater not lesser danger and even hostility.

C. Recommendations

1. Strategic Priorities: *Adhere to the 2023-2026 Strategic Priorities.* In reviewing priority #9 (Beach Road Ends: design and complete Harper, Lavender and Jack's Roads),[5] we submit that these are the locations that require the District's scarce resources. These are Council's stated Strategic Priorities; they should not fall behind non-strategic items, especially given the simpler solutions below.

2. Education: *Engage in outreach and information efforts.* The long-term buy-in of the community to protect the Sebastion Beach habitat and tidal zone requires more outreach. Many communities engage in information efforts by posting signage indicating community responsibility, highlighting distinct ecological features of significant locales, and calls to action to protect and preserve. Lantzville surely cannot be an exception in this regard.

3. Signage: *Review location and effectiveness of Sebastion Road signage.* The "No Parking" and other signs on Sebastion Road and at the Road End need attention. They are not placed sufficiently well to convince users not to park as indicated. It is possible that more, larger or different signage is required. Others may have better ideas.

4. Enforcement: *Assess and improve parking enforcement.* It is unfortunate, but it appears necessary to enforce no parking with human traffic patrols (bylaw official), as has become necessary on overpopulated trails, and to address campfires on beaches, and public parking lots. Doing so would be less aggravating than towing vehicles away, but even that is likely necessary, especially on peak demand days. A next alternative employed in some communities is to pay a tow truck service to park in the vicinity of no parking areas as a deterrent; other communities enforce upon complaint. We have neither. Pushing the responsibility onto local residents to call tow truck services is inappropriate and endangers local residents. Frequency of towing deterrence and enforcement is critical. Once is not enough, but since the problem is primarily related to peak demand, it only need occur a few times as a test to determine adequacy.

Thank you for your consideration of our input and for your conscientious attention to the work of the District.

Sincerely,

[redacted]

[redacted]
Lantzville BC VOR 2H0

[5] Item 9, Lantzville_StrategicPriorities_2023-2026_Feb2024.pdf

From: [redacted]
To: Delcy Wells
Subject: Letter: Sebastion Road End Beach Access: Call for Public Input
Date: September 3, 2024 8:50:22 AM
Attachments: DoL Sebastion Road Public Access9.2024.VF.pdf

You don't often get email from [redacted]. Learn why this is important

"Play is the Highest Form of Research" Neville V. Scarfe

Dear Delcy Wells, Director of Corporate Administration;
Attached please find my letter regarding Sebastion Road End Beach Access: Call for Public Input.
As per current practice, please redact my name and address on the public record.

Please confirm by email your receipt of this letter,

Warm Regards,
[redacted]

I acknowledge I am a guest on the traditional, unceded territories of the Snuneymuxw, Quw'utsun, Tla'Amin, Snaw-naw-as and Qualicum First Nation on whose lands I learn, live, share knowledge, teach and play. I raise my hands and say "Hay ch qa' sii'em sieye' yu mukw Mustimuxw" to the original stewards of these territories.

[redacted] ***(She, Her, Hers)***

Educational Consultant and Trainer

Caspian Professional Consulting

[redacted]

[redacted]

[redacted]

[redacted]

To: Councillors and Staff: The District of Lantzville

[redacted]

[redacted] Lantzville, BC, September 1, 2024.

In the August 2024 Community update, there is a "Sebastion Road End Public Beach Access – Call for Public Input"

As Stewards of the Land In this time of massive climate change, we must keep environmental protection top of mind. Council has identified "2. Environment First" as a strategic priority. The Sebastion Road public access lies in the Coastal Protection area (B 180 2.12) through Indigenous midden on top of glacial till which is eroding to the beach. It is a truly lovely spot deserving of our protection.

It will be important to continue "greening" this area. As finances allow, planting shrubs around the pumping station would be a nice visual break from the cement and chain link. Sebastion Road End is working well in a small area where a lot of people want to come. There is no room to add more "stuff" to the grass area at the entrance to the beach. (Eroding ground below the grass area is where the coastal protection area commences: "the present natural boundary of the sea" and extends 15 m north) Let's keep this area as natural, beautiful and open as possible: a public beach access should be a safe and tranquil area to pass through for pedestrians and cyclists on the way to the beach.

On August 3, 2024, some 187 people were enjoying the beach at low tide. This represents nearly 5% of the population of Lantzville (approx. 3800) in one place at one time! All Afternoon a continuous stream of people walked safely on the road to and from the beach.

The Koers Design of this road, (Call for Resident input 2019) was implemented in a big Capital Project 2020 (Sebastion Road upgrade, Sewer Pumping Station). This Multi Million Dollar design has addressed many issues that were an ongoing problem. With the "Drop Off Only" it allows ***everyone*** to get to the public access and drop off gear such as chairs, coolers, sun tents, kayaks, Kite Boards, floaties, etc. We have a handicapped spot enabling access for folks who need this. Many visitors comment on the ease of access and lack of congestion with this configuration.

It is clear that there could never be enough parking at the road end for the number of people visiting the beach. The only way to accommodate access to ***everyone*** is to have **Drop Off Only**. This "Drop Off Only" approach is used throughout BC to deal with locations where there is a high volume of people wanting to access an area. There is ample parking within 115 M ***or less*** from the drop-off area.

Additional decades old problems that have been resolved include:

*Frequent call out of RCMP is now rare
*Overnight Camping problem much reduced
*There is an emergency access for fire and ambulance, reducing the need for ambulance personnel to carry injured people through 7186 to get to the road. (Emergency Access through 7186 has occurred 2x in the last 5 years)
*Danger to Pedestrians, especially children, is much reduced. It is now safe for pedestrians to walk down the road end to the beach. In the past, there were many near accidents due to chaotic congestion
*No more Missed Garbage pickups: Garbage trucks can access this area to pick up residents' garbage, green and recycling carts

The health of the foreshore has increased markedly since 2019 when fires were banned. As Logs are no longer being illegally harvested here, nor burned in beach fires, they are collecting naturally on the beach and doing their job to reduce erosion. No more buckets-full of burnt nails collected from burnt pallets. Many plants are now growing along the foreshore and creatures are slowly coming back as well. In the intertidal zone, we are slowly seeing a return of bat stars, purple starfish, green, red and pendulous anemones, whelks, moonsnails, clams, barnacles and mussels to name a few species.

In the strategic priorities 2023 - 2026, three Road ends: (Harper, Lavender and Jacks Road) are identified as the Beach Accesses next to be addressed. Jacks Road is currently closed and is being worked on. I am unaware of plans for Harper or Lavender Road Ends, or a call for public input in the Community Update for these Road ends. Consistent procedure and maintaining priorities is important and uses public finances most effectively. However, a motion to call for public input to consider substantial changes to a road end for which we as taxpayers have recently paid ***literally millions of dollars*** diverts attention from those identified priorities. In addition, there are many aging infrastructure issues for basic municipal concerns such as road repairs and water supply in Lantzville. How can it make sense to focus on an area on which we so recently spent millions of dollars?

Currently, Sebastion Road north of Venture Road includes a pumping station and four driveway accesses. At the lower end, there is a handicapped parking spot (Koers Engineering diagram: April 2020), a driveway access, two garbage cans, two benches and a bike rack. There is no room for a washroom in this area, nor does one belong at a public access. Where would the substantial cost for staff to maintain this come from? Not to mention the added attraction for overnight camping or drug use with a Washroom.

The 20 public beach accesses in Lantzville are accesses, they are not Beach Parks.

Things like washrooms, parking or piloting fire rings belong at a Beach Park where the District can actively maintain them. Pierce Woods Beach Park was to open in 2024 but there is no sign of this happening. DoL spent $1,401,750 on the Pierce Woods Beach Park.

If the District is not going to make this Beach Park available to the public, perhaps it could be sold so that the funds can be used for other needed priorities such as aging infrastructure.

People are not very friendly when it comes to traffic jams or being blocked in. There have been many arguments between people accessing the beach over the 20 years prior to the "Drop Off only". Adding new infrastructure or reorienting parking *diminishes* the benefits of the current design and invites a return to the problems of the past, undoing those costly efforts. Resident Permit parking is not a viable option because the DoL cannot effectively monitor the area and once again, doing so would entail a further significant staff cost.

Currently, after dropping off gear, there is ample parking available on Sebastion, Venture and Peterson of "Drop Off" location.

Parking at the road end in the past meant chaos and congestion: danger to children and other pedestrians, *no* dedicated space for handicapped, *no* drop off area, this making the road end a first come option only, (i.e., if you don't get there early, too bad, you won't have any place to drop off your kayak or other gear!) Parking also meant overnight campers, regular RCMP call outs and more. The fact is there is not enough room for parking or other items. The road is already narrower than the bylaw (175) specifies. The access is further complicated by the topographical structure, indigenous midden and a stone wall that narrows the road end.

Money comes from our tax payer $. Let's use our money wisely and focus on the real priorities of water (SP19.) and roads (SP 20.) Roads and parking require Civil Engineers to design and stamp (B175). After 24 years of observation, it is obvious that the current configuration works well and accommodates more people more safely than the chaos of the past.

To re-iterate:

1. we have *already* paid for Koers to design this area. Why would we do so again?
2. The current design accommodates more users than it did before the Koers design, diminishes user disputes, police call outs, and beach chaos;
3. There are existing plans to improve access at other road ends that have not been addressed.
4. There is an expensive Beach Park that is incomplete and wasteful in that state;
5. Adding a few parking spots in an already congested area would add, not reduce, congestion and associated problems; and
6. Any modification would offend the District's own bylaws, detract from current strategic priorities and undo the benefits of the current design.

Sincerely, [redacted]

From:	[redacted]
To:	District Public; Delcy Wells
Cc:	Councillor Jones; Councillor Lerner; Councillor Savage; Mayor Swain; Councillor Mundell
Subject:	Re: Call for input, Sebastion Rd. Beach end
Date:	September 3, 2024 5:15:49 PM
Attachments:	DoL Sebastion Road Public Access2024-2.docx

Hello,
Would STAFF kindly ensure that the Mayor and council can see my name and address as noted on my letter attached, but that these are blocked out from public view? There is a lot of vitriol aimed at Sebastion Rd. residents and I don't want my name/address in public. Thank you.

[redacted]

To: Councillors and Staff: The District of Lantzville

Aug. 31, 2024

Re: "Sebastion Road End Public Beach Access – Call for Public Input"

Enactment of Council's Strategic Priority
Council has identified "2. Environment First" as a strategic priority. Recently, the District of Lantzville (DOL) sponsored workshops on protecting the foreshore which recommended environmental remediation and planting native species to prevent further erosion as storm surges increase.

Coastal Protection Zone Requirements
In recent years, the King Tides at Sebastion Road End/Coastal Protection Zone eroded the glacial till upon which the garbage can and benches currently sit. It is therefore logical that the District of Lantzville follow through on its strategic priority and remediate the entire Coastal Protection Zone with native plantings. According Lantzville Bylaw—and as is standard throughout the province and country--the Coastal Protection Zone starts at the present natural boundary of the sea and extends 15 meters. In the case of Sebastion Road, this extends from the benches to the handicapped parking spot.

Parking
Circa 2019, the DOL commissioned Koers Engineering to conduct public consultations, presentations, and the subsequent design and implementation of a multi-million dollar capital project for Sebastion Road, including the road end/Coastal Protection Zone. The completed project includes a drop off which since has allowed everyone to drop off items like chairs, coolers, propane units, kayaks, kite boards, etc. This "Drop Off Only" approach is used throughout BC to improve locations where there is a high volume of people wanting access. The DOL/Koers project also implemented a disability parking spot and 11 pull-out parking spots along Sebastion Road.

Most of the 365 days of the year, there are no parking issues in the area. Typically, there are 5-10 June-July days when Sebastion Rd is busy. After the August long weekend, there are generally few cars parked in the stalls or along the road and the beach area is not busy. On those handfuls of busy summer days--while not technically permitted—drivers park all along the West side of Sebastion Road. (I am unaware of enforcement of the parking rules, nor complaints from residents.) On a busy July 2024 day, I counted 24 cars along the West side of Sebastion, in addition to the 11 pull out spots on the east side. There is also parking along Venture and Peterson Roads, mere steps from the beach. So for these residential streets, it seems there is lots parking for beachgoers. One useful improvement, however, would be to extend Sebastion's pedestrian footpath to the beach as currently the sidewalk ends right before the last house along the road.

New Amenities: ROI on Taxpayer Dollars?
As the area is Coastal Protection Zone, it would not only go against the bylaw and provincial/federal standards but waste taxpayer money to add new structures such as benches, fire pits, buildings, asphalt, washrooms, foot baths, or any other assets that are likely to be damaged and destroyed by surging tides. Propane firepits would especially be a waste of taxpayer money as such fires are already permitted on the beach and those that want to do so already bring their own units to the beach at any time of year.

Additionally, since the beach at Sebastion Road is not busy for 99 percent of the year. It would be a waste of taxpayer money to add amenities for the handfuls of June/July days when there might be some demand to justify such changes.

Things like washrooms, parking lots, or piloting fire rings belong at a Beach Park where the District can actively maintain these things, where they won't be in jeopardy of being destroyed by surging tides, and where there might eventually be daily year-round demand. In such a case, prior to soliciting wish-lists from the public, I would like to see the DOL conduct visitor counts and needs assessments to determine current and projected usage amounts to in order to quantify Return on Investment.

The DOL spent $1,401,750 on the Pierce Woods Beach Park and also recently purchased lands adjacent to Ware Rd. This is where extra funding for new amenities should be spent--if there's enough current/projected traffic to warrant such expenditures.

Sincerely,

[redacted]

From: [redacted]
To: District Public
Subject: Re: Sebastion Beach Road End: Call for Public Input
Date: September 4, 2024 6:28:05 AM

Some people who received this message don't often get email from [redacted] Learn why this is important

Dear STAFF,

PARKING is not a matter of public opinions, but a requirement for the matter of the DOL STANDARDS and the DOL ENGINEERING SPECIFICATIONS based on sound PROFESSIONAL ENGINEERING Practices. The DOL already upgraded Sebastion Road to be in accordance with the DOL bylaws. This motion appears to undermine the DOL decisions and approvals made by Previous Staff and Council during the "Project: Sebastion Road Upgrades" based on the DOL STANDARDS, the DOL ENGINEERING SPECIFICATIONS, and sound PROFESSIONAL ENGINEERING Practices as in the DOL bylaws.

Respectfully,

[redacted]

On Tue, Sep 3, 2024 at 9:28 PM [redacted] > wrote:

> Dear STAFF,
>
> Attached, please find my document regarding Sebastion Beach Road End: Call for Public Input. As per current practice, please redact my name and address on the public record.
>
> Your consideration would be appreciated. Please confirm by email your receipt of this document. Thank you.
>
> Regards,
>
> [redacted]. a resident.

From: VANCOUVER ISLAND
To: District Public
Subject: Sebastion access thoughts
Date: August 4, 2024 9:33:35 AM

[Some people who received this message don't often get email from elesescapebb@shaw.ca. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

1. Strollers, wheel chairs, kayakers, seniors could benefit from a solid ramp versus a 'gulley' from Sebastion road end to the beach.

2. Leave the beach area natural; manmade structures belong at a pool not a beach.

[redacted]

From: [redacted]
To: District Public
Subject: Sebastion Beach Access Improvement Project
Date: August 4, 2024 11:06:54 AM
Attachments: sebastion improvements.docx

Dear Staff, Mayor and Councillors,
Please find my attached letter of suggestions for Sebastion Road Beach Access.
Thank you,
[redacted]

August 4, 2024

Dear Mayor, Councillors and Staff of Lantzville District,

I am writing to offer input into the redesigning of Sebastion Beach Access.

In 1980 I was a student at Malaspina College, working for the summer at Rathtrevor as a Park Naturalist. A friend offered me a place to live for the summer caretaking a house on Leland for a family that needed a house sitter. The first time I walked to Sebastion Beach access, I looked out at the beautiful view and said to myself, "I am going to to live here one day." Six years later we bought a house in Lantzville, raised our two daughters here and hope to never leave.

As a person who has enjoyed the beaches in Lantzville for over 39 years, I am concerned that access to the beaches with my current mobility challenges and a young grandson are being squeezed into fewer beach parking areas. Developments are happening all over Lantzville, particularly in the Foothills area, with the biggest ones yet to come on the Gee property, Owen Road and Ware Road. People are moving here and the demand to visit and enjoy the beach areas is steadily growing.
I thank each and every one of you for your commitment to make beach accesses a priority for all, not just the residents who live on the roads that lead to the beaches. Living near the ocean is a privilege, but not a right to deny others the opportunity to access it.

My recommendations for Sebastion Beach Access are:

1) Take out the present cement blocks, put in small cement 'logs' to designate 4-6 angle parking stalls along the present rock wall. Designate two handicap and one drop off spot on the right hand side of the open area along the wooden fence line on the opposite side of the rock wall. Look at and remove the encroachments (vegetation, trees, stumps) that are preventing the allowance of valuable parking spaces.

2) Put in a bike rack that can accommodate more than two bikes. (See attached email with photos)

3) Install a bathroom and perhaps an outdoor shower/footwash area beside the already installed pumping station. This is already a no parking area with enough space to install these features. Asking people to go to Huddlestone is unrealistic. Children and adults are using the logs and large rocks around the corner from Harper to relieve themselves.

4) Perhaps the most important thing would be to have council include the Snaw-Naw-As Mustinmuxw community with the planning of this site. It is known to be a large midden area and was once used by First Nations People. I would love to know what the actual First Nations name is for 'Blunden Point' and think it is time we starting calling it something other than 'Sebastion'. Kitsalano Beach in Vancouver has some very beautiful information signs that inform visitors of the First People use of the land way before settlers took it over. The rock wall would be a good place to install such signage without impeding the view of the ocean, islands and mountains.

5) One sign (not 8 telling people what not to do!) listing beach reminders such as no campfires, no shellfish gathering, and that dogs must be on leash and not 'at large' as is the case now as one of the only places between Ladysmith and Qualicum that you can let your dog run off leash because we have been advertised as a 'dog free beach park'.

6) A wired cage receptacle for people to leave empty cans and bottles. People now leave them on the ground or put them in the garbage. We have students in our community constantly gathering recyclables as a fundraiser. Maybe it could be a Seaview school fundraiser, Dover Bay or a Scout or Girl Guide project to empty these once a week.

7)Leave the benches. People love the benches and they are well used. Many older people go regularly to Sebastion and Harper to watch the ocean and take in the sea breeze. Perhaps they need to be moved back a bit and some kind of reinforcement made around them so the ground under them does not wash away.

Thank you for your time to read my suggestions.
I would love to be of help should you initiate a community group to oversee the improvement of Sebastion Beach Access.

Sincerely,
[redacted]

[redacted]
Lantzville

From: [redacted]
To: District Public
Subject: Sebastion Beach Road End: public input
Date: September 3, 2024 10:07:18 PM

[Some people who received this message don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

To: Councillors/Staff: District of Lantzville
September 3, 2024

The changes made to Sebastion Road and the road end were done in consultation with all residents in 2019-2020. Changes were made at a considerable cost.

We have been adjusting to these changes and overall they have been positive. The "Drop Off Only" zone at the road end now allows everyone to easily and safely access the beach with their gear. The handicapped spot also allows easier access for those who require it.
There is no longer traffic congestion at the road end and it is a much safer place for people to access the beach.

People have figured out where to park and walk a short distance. During seasonally busy times people seem to navigate respectfully on both Sebastion and Venture Roads.

The benches, garbage cans and bike rack seem to work in this small space. I'm opposed to a bathroom due to odours and the cost to maintain properly. The pumping station might benefit from some "greening" to offset the plastic fencing.

Overall, I think we have maximized the services at this small public beach access in a safe manner. Any future changes should always put the environmental health of our beach first.

Sincerely,
[redacted]
Lantzville, BC

Sent from my iPad

From: [redacted]
To: District Public
Subject: Sebastion Beach Road End
Date: August 24, 2024 5:44:12 PM

Hi Council.
Thank you for requesting input from residents regarding the Sebastion Beach Road End. Portable toilets, or permanent bathrooms; accessibility to washrooms for people with disabilities and young families; more bike racks and a (covered?) picnic table would all be great.

Lantzville is wonderful just the way it is—although we would benefit so much from a small grocery store; bakery; and social gathering place such as a coffee shop. However, with so much development coming, change is inevitable. In order to meet change successfully, I believe we need to prioritize long term vision over short term community expectations. We need to consider how our beaches will be used and accessed 20 years from now.

With our long term future in mind, I am glad to see the district has purchase the land on Wiles Rd. While some may feel road repairs and water upgrades are more urgent, I agree that planning for the Lantzville of 2050 must be prioritized—while trying to create reasonable timelines for existing needs.

As Lantzville grows in population, I suspect outside awareness of our community will grow exponentially, and we will have considerably more people wanting to enjoy our beaches, etc. These visitors can hopefully support local businesses and allow new businesses to thrive.

I consider public bathrooms a basic human right that we need to provide for visitors—whether it be portable toilets, or permanent bathrooms. There needs to be accessibility to washrooms for people with disabilities and young families. More bike racks and a (covered?) picnic table would also be great.

Thanks again for asking for input.

[redacted]
Lantzville

From: [redacted]
To: District Public
Subject: Sebastion Beach Road End
Date: August 9, 2024 9:10:20 AM

[Some people who received this message don't often get email from brensmith0417@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,

Thank you for the Community Update Aug 2024. I do have some thoughts on the Sebastion Beach Road end.

I am wondering why the Huddelstone Beach access is not being considered. It is a larger area and quite sparse with no shade cover.

I do not see the space or need for any washrooms, additional landscaping etc. for the Sebation Beach access. Possibly a bike rack could be added but anything else would take away from it and make things congested, interrupting the natural beauty.

Huddleston access is the opposite. It needs some kind of cover or additional greenery. And it has space.

Thank you for the invitation to collaborate.

[redacted]

Note: I meant to add an idea for in front of of the Legion. It's so open and gets full sun. I thought a sun dial designed within the pavers would be interesting. Allowing kids and adults to 'tell time' naturally. The flag pole does cast its own shadow though so it would interfere.

From: [redacted]
To: District Public
Cc: Councillor Jones; councillor.lerner@lantzville.ca; Councillor Savage; councillor.mundell@lantzville.ca; Mayor Swain
Subject: Sebastion Road public input -- beach end/coastal protection zone
Date: September 3, 2024 4:59:38 PM
Attachments: sebastion-road-2024.pdf

Dear District representative, and Mayor and Council:

Please find attached my letter in response to the call for public input on the proposed modifications to the Sebastion Road beach end.

If the letter is to be published, I would request that the letter be redacted to remove any personally identifying material.

Thank you.

[redacted]

September 1, 2024

Dear Lantzville Councillors and Mayor:

I write with respect to the call for input on the proposed redesign of Sebastion Road.

Background: Sebastion Road is a residential street, which becomes busy at select times in summer, on account of the beach access at the north end. The street was completely redesigned in 2019 and rebuilt by 2021, as part of the Phase 3 sewer project, with the installation of a pump station on the west side, and the provision of 11 parking stalls. The entire beach-end, and the pump station itself, are on an area shown on the RDN flood map as susceptible to flooding. It is also the site of an ancient midden, and is archaeologically sensitive. The beach-end has been reconfigured at least once since being rebuilt in 2021.

I comment below on some of the topics that have been raised for input.

Parking: The 11 existing parking stalls are ample for all but a handful of days in the year. Most days only one or two vehicles are parked on the street. On busy days, the street is lined with 20-30 vehicles, many parked illegally. The street is narrow, and large vehicles cannot easily exit resident driveways. Enforcement of the no parking designation is non-existent. Vehicles remain parked for many hours, and sometimes the entire day, and there is significant congestion. However, it is important to note that such congestion occurs only on six or seven days each year, usually on long weekends in June and July. The beach is generally not crowded, even in August. For example, on Saturday of this Labour Day weekend, there are six vacant parking stalls.

Consequently, there has been a call for more parking. I am unable to discern where such parking could be accommodated in a manner consistent with bylaws and the required access for emergency vehicles and garbage collection. Even if were possible to install compliant parking, it would surely come at the expense of the space now occupied by illegally parked vehicles, and the total number of available spaces would not increase.

It seems unlikely that any parking plan would increase the number of spaces in a way that would meaningfully reduce congestion on the handful of busy days each summer, and it would serve no purpose for most of the year, when the beach is largely empty.

A better solution would be allow time-limited (eg 2 hour) parking on the street, and expend resources to enforce it on the few days each summer when the street is busy. Free time-limited parking with proper enforcement would encourage people to circulate in and out of the beach, and increase access to for all visitors.

Toilet facilities: Installation and servicing of a toilet facility is expensive, and an ongoing operating budget item. It does not seem to me that it would be good use of the limited funds available to the District. The provision of a toilet also carries other consequences: it will encourage people stay longer at the beach, encourage day camping, and reduce the turnover of parking spaces.

Paving and trails and other facilities: As noted above, the coastal protection zone is archaeologically sensitive, and vulnerable to flooding. Projections issued by the RDN suggest that much of the zone will be regularly flooded in the near future. In light of this, and in light of the District's own plans to protect coastal zones, it is hard to imagine why any kind of construction is contemplated. The District recently invited a presentation to residents on how to protect coastal areas, that concluded with the recommendation to construct berms and introduce native plantings — these, if anything, are the only things that should be contemplated. The pump station is a crucial and expensive piece of District infrastructure, and the priority should be to protect it. Additional pavement will only increase the susceptibility to flooding.

My recommendation is that the District leave the coastal protection zone at Sebastion Road un-altered, and that it focus on berms and native plantings to protect the beach and pump station and road from the risk of flooding. Additionally, I would recommend the introduction of time-limited parking, and the allocation of resources to monitor the limits on busy days. The focus should be on encouraging people to circulate on and off the beach, so that the maximum number of people can enjoy it. The proposals for parking and infrastructure that have been proposed will have the opposite effect, as they will encourage long stays, and clog parking and access.

Sincerely,

[redacted]
Lantzville

From:	[redacted]
To:	District Public; Delcy Wells
Cc:	Councillor Jones; Councillor Lerner; Councillor Savage; Mayor Swain; Councillor Mundell
Subject:	Sebastion Road public input -- beach end/coastal protection zone
Date:	September 3, 2024 5:03:22 PM
Attachments:	sebastion-road-2024.pdf

Dear District representative, and Mayor and Council:

Please find attached my letter in response to the call for public input on the proposed modifications to the Sebastion Road beach end.

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Thank you.

[redacted]

September 1, 2024

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Paving and trails and other facilities: As noted above, the coastal protection zone is archaeologically sensitive, and vulnerable to flooding. Projections issued by the RDN suggest that much of the zone will be regularly flooded in the near future. In light of this, and in light of the District's own plans to protect coastal zones, it is hard to imagine why any kind of construction is contemplated. The District recently invited a presentation to residents on how to protect coastal areas, that concluded with the recommendation to construct berms and introduce native plantings — these, if anything, are the only things that should be contemplated. The pump station is a crucial and expensive piece of District infrastructure, and the priority should be to protect it. Additional pavement will only increase the susceptibility to flooding.

My recommendation is that the District leave the coastal protection zone at Sebastion Road un-altered, and that it focus on berms and native plantings to protect the beach and pump station and road from the risk of flooding. Additionally, I would recommend the introduction of time-limited parking, and the allocation of resources to monitor the limits on busy days. The focus should be on encouraging people to circulate on and off the beach, so that the maximum number of people can enjoy it. The proposals for parking and infrastructure that have been proposed will have the opposite effect, as they will encourage long stays, and clog parking and access.

Sincerely,

[redacted] Sebastion Road
Lantzville

From: [redacted]
To: District Public
Subject: Sebastion road
Date: August 4, 2024 9:25:00 PM

Some people who received this message don't often get email from [redacted]. Learn why this is important

Hi

Please consider public washrooms as well as outdoor foot and dog washing stations for the bottom of Sebastion road. Also if parking can some how be added.

[redacted]

[redacted]

From: [redacted]
To: District Public
Subject: The process of designing The Sebastian Beach Road End
Date: Sunday, August 4, 2024 10:59:14 AM

Some people who received this message don't often get email from [redacted]. Learn why this is important

[redacted]
Lantzville, B.C.
V0R 2H0
[redacted]

Dear Mayor Swain, Councillors', District Staff

A little bit of background to start with. I grew up here in Lantzville on the waterfront. Although I sympathize with the resident's whom have purchased property on roads such as Sebastion, Harper, Oar, I won't name all of them. You need to understand that although you have purchased a lovely piece of waterfront property, your do not own the waterfront. You chose to live here. Kind of like homeowners who purchase a property close to an airport. Planes will be flying overhead. BUT, they will still complain until measures are taken that a community with people who enjoy going to the beach for recreational activities, enjoying time with family etc. slowly get taken away from them to satisfy the complainers.

Yes, I love our beach accesses, especially Sebastion. Yes, I have been approached by the resident's at the bottom of Sebastion when they had measures ie: stones put out so you could not park on the side of the road. I was asked to move my truck. I informed this individual that I was just unloading my kayak and then I would be parking up the road. They also came again to me when I brought my truck down to pick up my kayak. I do not know what the footage is from a road to property line that District of Lantzville owns. HOWEVER, I feel that any home be it waterfront homes etc. home owners' should not feel that they are ENTITLED to block people from parking on the side of the road. I will speak for myself in saying that I too get onerous when someone parks on the boulevard outside my house. However, I know I am not the owner of the boulevard, that it is DOL land.

Needless to say, I would like to see Seabastion Road access opened up for parking again to make it easier for people to access this lovely area. As a family member who grew up on the waterfront, my sons' got to enjoy playing at the beach at their grandparents' property. Now as I have become a grandparent myself, it would be nice to be able to have the accessibility at Sebastion beach for easy access with grandchildren. People with young families need to be able to park closer to the beach for ease of sand toys etc. that they need to bring with them, buggies etc. People with disabilities need to be able to park closer to the beach access. Parking far away from the beach ie: SCHOOL PROPERTY, IS NOT AN OKAY OPTION.

I would like to see a washroom if possible at the bottom of Sebastion. (I understand that the means to make this possible are already in place.)

If folks are wanting a picnic area, why not make a few additions to the Allan Wyatt Scout Park at the corner of Sebastion and Lantzville road. Put in a picnic table up there. I can only speak for myself on this one. I will take a picnic lunch down to the beach not sit in my car to eat. I also see folks just

walk down or drive down to sit on the benches if they cannot walk down to the beach, so they also have the opportunity to enjoy the serenity and the view.
I hope you will take what I have said into consideration.
Kindest regards Rogina Oliver

Perhaps a picnic table.
Kindest regards
[redacted]

I



Virus-free.www.avast.com

Regional Outdoor Water Conservation Framework

District of Lantzville Council – September 11, 2024

Erica Forssman
Program Coordinator for Drinking Water & Watershed Protection, Regional District of Nanaimo

REGIONAL DISTRICT OF NANAIMO

Background

- Established in 2015 after an unprecedented drought season, which saw many systems go into elevated restrictions for the first time in recent years
- Collaboratively developed and defined in partnership with all major regional water service providers; intention for all service providers to "see themselves in the framework"
- Has been shown to reduce overall water use when implemented
- One tool in the "water conservation toolkit"

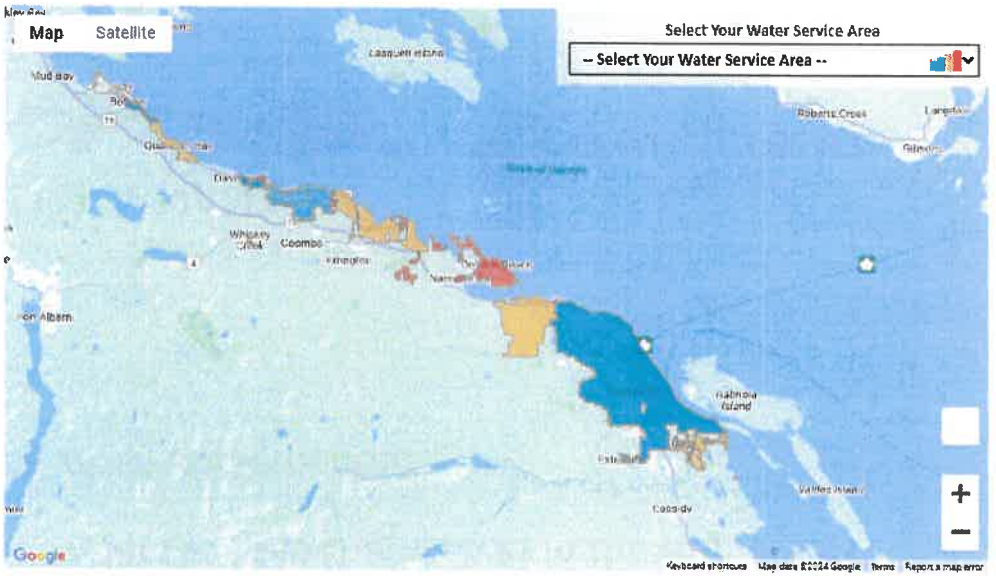
Framework Objectives

1) To create consistently defined watering restrictions stages, to minimize confusion, and include all major water purveyors in the region;

2) To align media communications with comprehensive information on each major water system and their watering restriction stage;

3) To create a one window on-line hub for communicating watering restrictions (RDN Interactive Map).

What watering restrictions are in effect where you live?



Note: Private wells are not subject to municipal watering restrictions, but conservation is encouraged as water is a shared resource. Share

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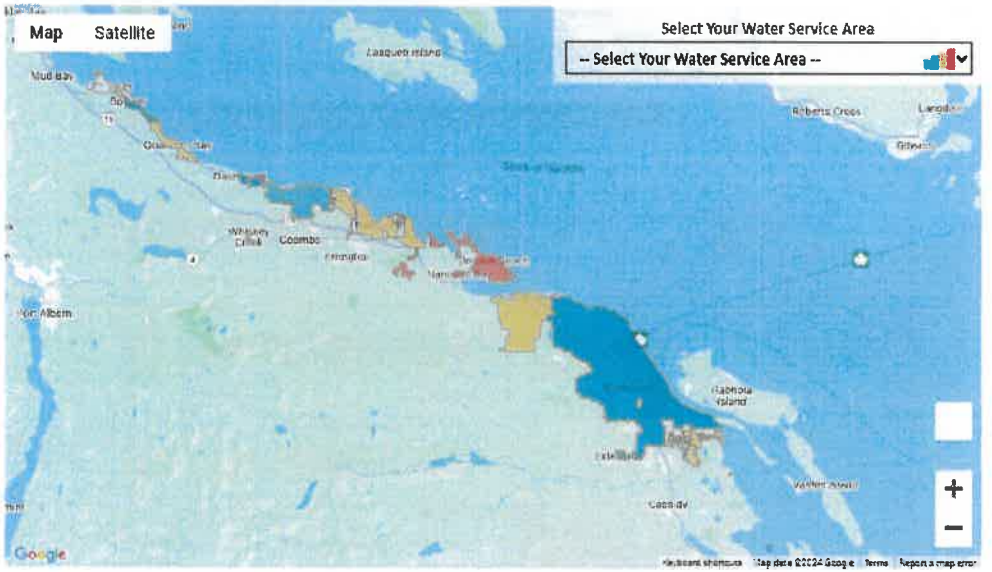


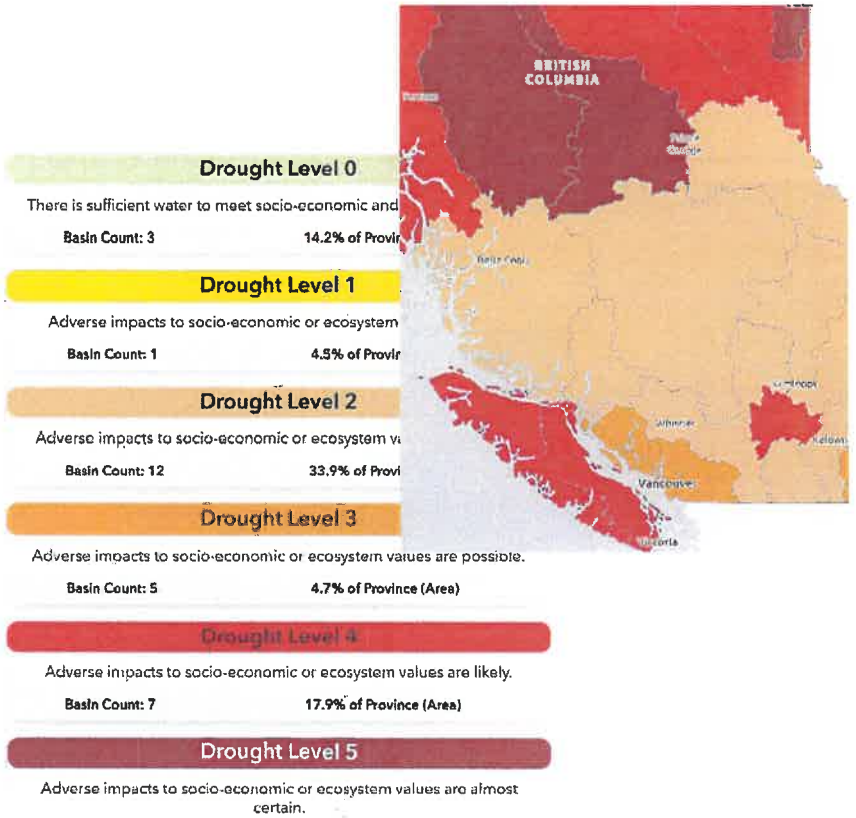
Note: Private wells are not subject to municipal watering restrictions, but conservation is encouraged as water is a shared resource. Share

Overall Objective: Provides means to require outdoor water-use reductions during drought periods and/or for operational needs. Emphasis is on curtailing non-essential / discretionary use.

Nuance: Focused on minimizing impacts to connected creeks and streams at critical times; not always a reflection of overall water supply robustness.

2024 Framework Updates: Rationale & Process

- Recognition that the region is experiencing longer and dryer summers
- Since implementation in 2016, there have been no changes or a formal review; the framework is best applied with an adaptive management approach to respond to changing conditions, public response, and water system requirements
- This update was a collaborative process; all regional water purveyors participated in the review and update process through spring 2024



BC Drought Portal – September 2024 drought levels
droughtportal.gov.bc.ca

2024 Framework Updates

1. New Stage 3 changed to: lawn watering days limited to one day per week, odd-numbered houses on Monday, even-numbered houses on Thursday.
2. New Stage 4 now allows car/boat washing if a shut-off nozzle is utilized.
3. Extend restriction period from April 1-October 31.
4. Change Name to "Regional Outdoor Water Conservation Framework".

WATER CONSERVATION STAGE	1	2	3	4
EFFECTIVE DATES	Begins April 1	May 1–October 31	As required	
Frequency	ANY DAY	Every other day: Even # houses = Even # days Odd # houses = Odd # days	One day per week: Even # houses = Thursdays Odd # houses = Mondays	SPRINKLING BAN: LAWN WATERING NOT PERMITTED
Watering times	Between 7 pm–7 am	Between 7–10 am OR 7–10 pm for 2 hrs MAX	Between 7–10 am OR 7–10 pm for 2 hrs MAX	
Washing vehicles, boats, houses (siding)	ANYTIME	ANYTIME (on your watering day)	Between 7–10 am OR 7–10 pm on your watering day	Between 7–10 am OR 7–10 pm once per week on your Level 3 watering day
Hand-watering, drip irrigation	ANYTIME	ANYTIME	VOLUNTARY RESTRICTIONS encouraging residents to reduce water use where they are able to	Between 7–10 am OR 7–10 pm
Filling fountains, pools, hot tubs	ANYTIME	ANYTIME (on your watering day)		NOT PERMITTED
Pressure washing walkways, driveways, siding	ANYTIME	ANYTIME (on your watering day)		ONLY prior to application of paint, preservative, stucco, or sealant
New lawn permits	Can apply for a permit	Can apply for a permit		NO PERMITS ISSUED

Vegetable gardens and fruit trees are exempt from all watering restrictions, even in Level 4.

2024 Framework Updates

FINER DETAILS

- Private wells are not subject to municipal watering restrictions, but conservation is encouraged because water is a shared resource.
- Hand watering must be done using a hand-held container or a hose equipped with a shutoff device.
- Micro-irrigation and drip-irrigation consist of water delivered to the root zone of a plant and use less than 20 gallons per hour at less than 25 PSI.
- Washing vehicles, boats, and houses (siding) must be done using a hand-held container or a hose equipped with a shutoff device.
- During Stage 4 Watering Restrictions, lawn watering is banned, even by hand-watering.
- During Stage 4, flowers, shrubs, and ornamental trees can be watered by hand only between 7-10 a.m. or 7-10 p.m.
- Vegetable gardens and fruit trees are exempt from the Stage 4 watering ban.

2024 Framework Updates

FINER DETAILS

- **Private wells are not subject to municipal watering restrictions, but conservation is encouraged because water is a shared resource.**
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- During Stage 4, flowers, shrubs, and ornamental trees can be watered by hand only between 7-10 a.m. or 7-10 p.m.
- **Vegetable gardens and fruit trees are exempt from the Stage 4 watering ban.**

Implementation

The Watering Restriction Framework has been implemented through various strategies and includes:

- Amendment to Regional District of Nanaimo Bylaw No.1654 (regulates the terms and conditions under which water is to be supplied and used in RDN Water Service Areas);
- Coordinated through regular meetings with regional water purveyors during the summer season to update and adjust water restrictions as required;
- Communication strategies such as social media posts, door hangers, stickers, roadside signage, radio advertisements; and
- The maintenance and updates of a central website containing a regional map that details water purveyor areas with watering restriction levels in each area.



Water Conservation

Community Outreach

- Team Watersmart workshops, events
- School education programs
- Residential Irrigation checkups
- Water Saver Contest / Yard Sign Campaign

Rebates

- **Rainwater Harvesting Systems** – cisterns >1000 imperial gallons, transport piping, debris filters etc. (up to $1000)
- **Irrigation Efficiency** - drip, smart controllers, rain sensors etc. (up to $550)
- **Soil Upgrades** -adding topsoil, mulch to increase water retention (up to $100)



Resources available to all residents in the region.

We are all on the same team, Team WaterSmart!

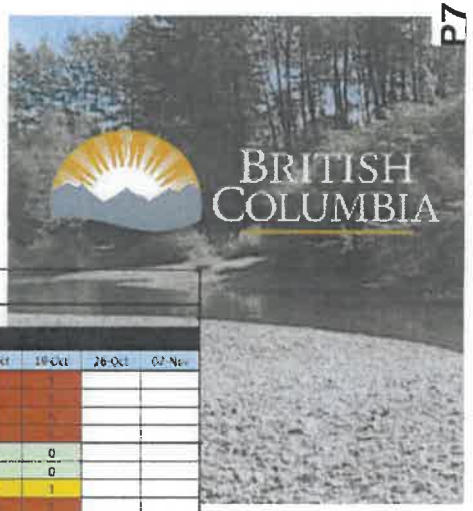
www.rdn.bc.ca

Thank you!

contact: eforssman@rdn.bc.ca



Provincial Drought Ratings

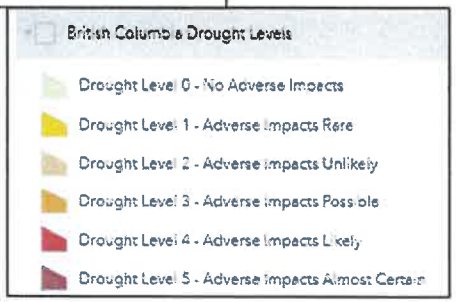


2023 DROUGHT LEVELS AT A GLANCE

Drought Levels: 0 | 1 | 2 | 3 | 4 | 5

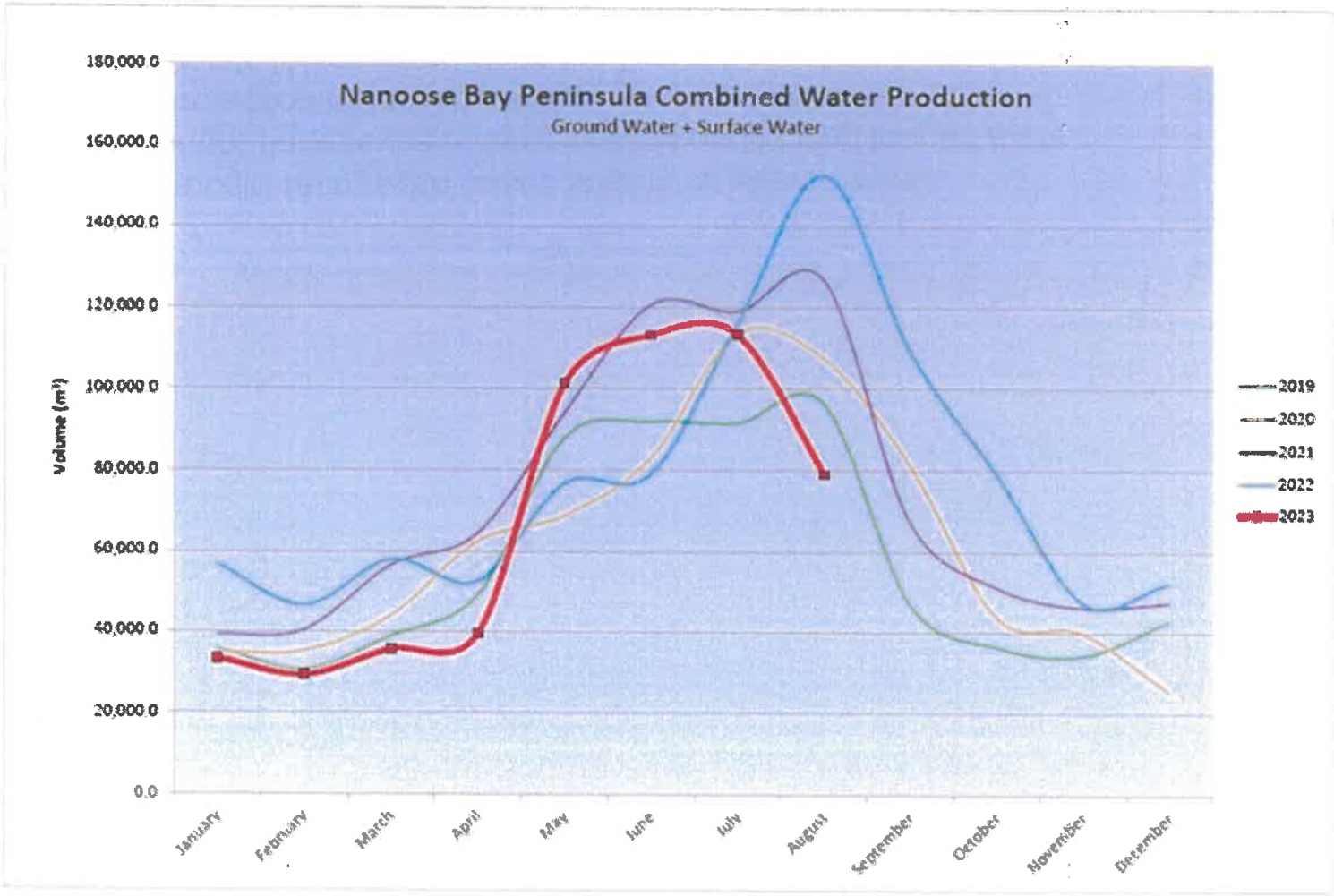
BASINS	01-Jun	08-Jun	15-Jun	22-Jun	29-Jun	06-Jul	13-Jul	20-Jul	27-Jul	03-Aug	10-Aug	17-Aug	24-Aug	31-Aug	07-Sep	14-Sep	21-Sep	28-Sep	05-Oct	12-Oct	19-Oct	26-Oct	02-Nov
[illegible]	2	1																					
[illegible]	1	1																					
[illegible]	1	2	1	1																			
[illegible]	1	2	2	2	1																		
Northwest	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0		
Omineca	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0		
Skeena-Nass	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1		
Bulkley-Lakes	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Finlay	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Parsnip	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Upper Fraser West	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Upper Fraser East	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Upper Columbia	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Lower Columbia	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
West Kootenay	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
East Kootenay	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Kettle	0	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Middle Fraser	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Lower Thompson	0	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
North Thompson	0	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
South Thompson	0	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Salmon River	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Nicola	1	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Coldwater River	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Okanagan	0	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
Similkameen	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Central Pacific Range	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
Eastern Pacific Range	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Sunshine Coast	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
Lower Mainland	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
Central Coast	1	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
West Vancouver Island	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
East Vancouver Island	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2		
Haida Gwaii	0	1	2	1	1	1	1	1	1	1	1	2	2	2	2	1	2	1	0	0	0		

Prepared By: Water Management Branch - Ministry of Forests



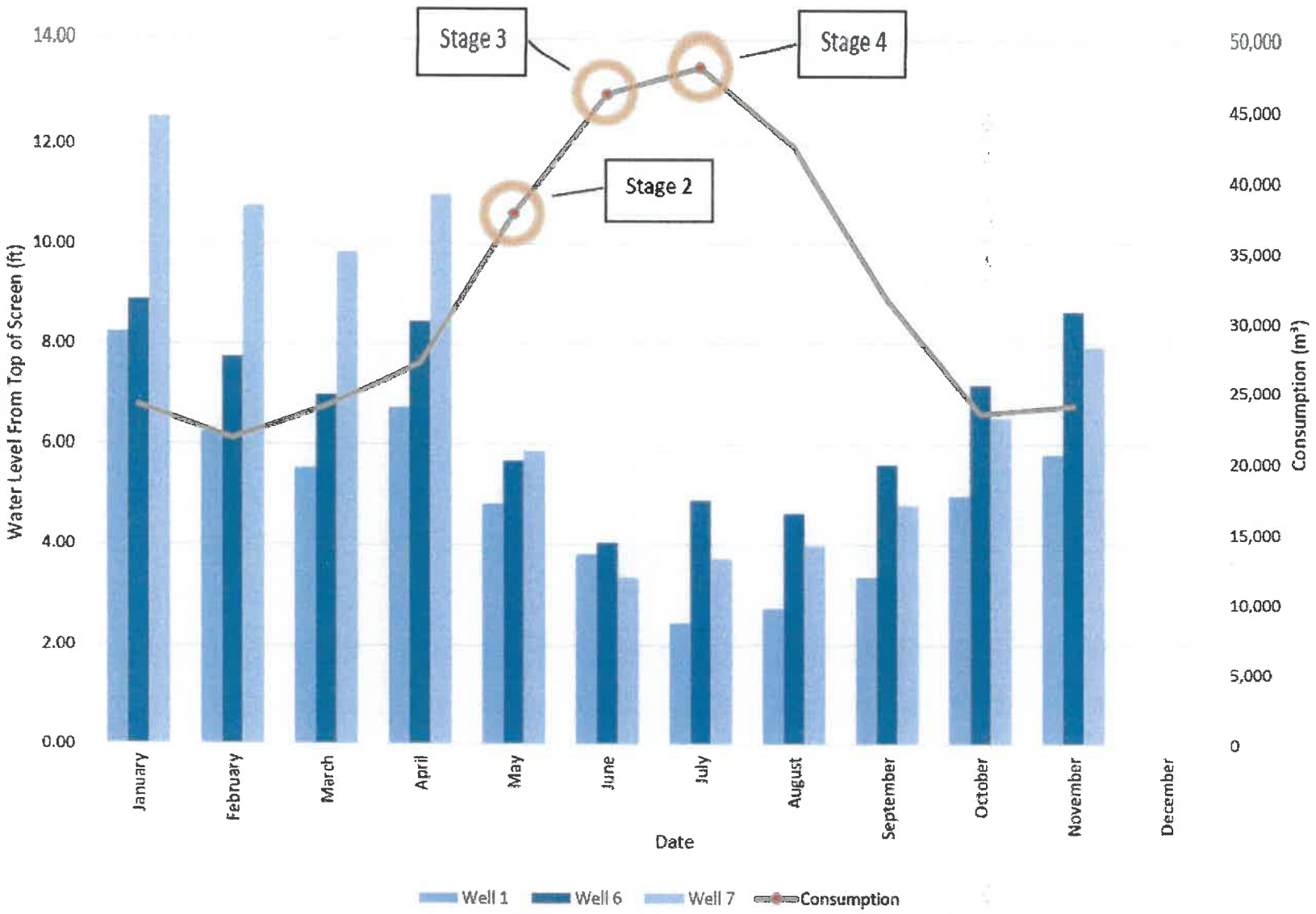
- Provincial drought ratings are based largely on streamflows.
- Trend is drought periods are starting sooner and lasting longer; more acute, fish protection orders occurring.
- As drought levels increase, so does the Provincial call for local water conservation.

REGIONAL DISTRICT OF NANAIMO



NORTH CEDAR Improvement District

NCID WTP Consumption and Well Levels



Minutes of the Regular Meeting of Council of the District of Lantzville held on Wednesday, July 24, 2024, at 6:00 pm in the Council Chamber, Municipal Hall - 2nd Floor, 7192 Lantzville Road, Lantzville, BC

PRESENT:

Council: Mayor Mark Swain
Councillor Joan Jones
Councillor Jonathan Lerner *(departed 10:11 pm)*
Councillor Rachelle Mundell *(departed 9:48 pm)*
Councillor Ian Savage

Staff: Glenn Morphy, Acting CAO | Acting Director of Planning | Director of Public Works
Delcy Wells, Director of Corporate Administration
Aria Long, Deputy Director of Corporate Administration

CALL TO ORDER

The Mayor called the meeting to order at 6:00 pm, and acknowledged that the meeting was being held on the traditional territory of the Snaw-naw-as, the Nanoose First Nation.

ADOPTION OF THE AGENDA

MOVED AND SECONDED, THAT the July 24, 2024, regular Council meeting agenda be adopted, as amended, by adding the following items:

- Tree removal
- Vancouver Island Regional Library

CARRIED UNANIMOUSLY

MOTION TO CLOSE THE MEETING TO THE PUBLIC at 6:00pm

MOVED AND SECONDED, THAT the regular Council meeting be closed to the public, pursuant to sections 90(1) (a), (c), (d), (e) and (i), of the Community Charter, for the purpose of considering:

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;
(c) labour relations or other employee relations;
(d) the security of the property of the municipality;
(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and
(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED UNANIMOUSLY

MEETING REOPENED TO THE PUBLIC: 7:05 pm

GENERAL MATTERS

Delegation

Drew Digney, 7068 Lavender Road, spoke regarding a request for the residents affected to be included and consulted in the early design phases of the Beach Road End Design concept to provide considerations to staff before the concept is complete.

START OF CONSENT AGENDA

CONSENT AGENDA
MOVED and SECONDED, THAT the recommendations listed for items 6(a) through 6(b) be approved.
CARRIED UNANIMOUSLY

a) THAT the June 12, 2024, 6:00 pm regular Council meeting minutes be approved, as presented.
CARRIED BY CONSENT
b) THAT the July 11, 2024, 6:00 pm special Council meeting minutes be approved, as presented.
CARRIED BY CONSENT

END OF CONSENT AGENDA

PUBLIC INPUT PERIOD
Several members of the public spoke regarding Item 11(h) – Beach Road Ends on the agenda.

LEGISLATIVE MATTERS

Bylaw 175 Amendments

Presentation: Lisa Zwarn

Staff, Council and the presenter discussed the following:

- The reduction of the cost of replacing roads by using green infrastructure, i.e.: nature settling ponds and ditching systems to clean the water and avoiding storm sewers systems with standing curbs and sidewalks
- Trails and pathways be included throughout Lantzville for safety with rudimentary gravel pathways to lower expenses
- Green infrastructure being the default position in Bylaw 175; not have the decision left to the Approving Officer as the default position
- Dark sky lighting to be done everywhere in Lantzville and be the default position "Night Sky Principles"

- Permeability option that also allows for accessibility for residents in wheelchairs and walkers
- Bike routes instead of bike lanes

Section 131 of the Community Charter was enacted by Mayor Swain regarding reconsideration of the following motion:

> MOVED AND SECONDED, THAT Council reconsider the following motion from July 10, 2024, " MOVED AND SECONDED, THAT Council direct staff to include in the Bylaw 175 options coming before Council at the July 24, 2024, Council meeting the design guidelines in Schedule A for the design standard of semi-rural trails that have a permeable surface that are 1.5 to 2.5 meters average width with curves to follow natural terrain and a minimum of 1.5 meters away from a road's white line when the trail is adjacent to the road."
> **DEFEATED**
>
> MOVED AND SECONDED, THAT Council direct staff to add a trail standard to Bylaw 175 called "Semi-Rural" trail, noting that this trail must have a permeable surface of 1.0-2.0 meter width, with curves to follow the natural terrain, and a minimum distance of 1.5 meters to the right of the white line when adjacent to a road; AND FURTHER THAT, Council recommend that the design guidelines for Semi-Rural trails as outlined in table 1 attached be included in Bylaw 175.
> **CARRIED UNANIMOUSLY**

COMMITTEE/COMMISSION RECOMMENDATIONS

Consideration of Ensuring Access to Park Lands and Public Trails

> MOVED AND SECONDED, THAT WHEREAS access may be needed through a development or a strata road, THAT the Parks and Trails Committee recommends THAT the District of Lantzville Council direct staff to ensure that all development applications include public access through the development to park land and public trails within or adjacent to the proposed development; AND FURTHER THAT, Council direct staff to investigate securing a public access along Tonnerre Way to proposed access to the public parks trail located at the end of Tonnerre Way.
> **CARRIED UNANIMOUSLY**
>
> MOVED AND SECONDED, THAT the Parks and Trails Select Committee recommends THAT Council direct staff to research grants for active transportation and trail construction and apply for those that may be useful sources of funds for the construction of pedestrian and multi-use trails throughout Lantzville.
> **CARRIED UNANIMOUSLY**

NEW BUSINESS

a) **Mayor & Councillors – Verbal Update**

i) The Legion golf tournament was attended by Council as a team
ii) Consideration will be coming regarding increasing transit services in Lantzville as the District has been allocated an additional 1000 hours per year which could cost the taxpayer a 3% increase in their tax bill
iii) Mobile library service from the Vancouver Island Regional Library could become available in Lantzville as a pilot project at no cost to the District

b) **Vancouver Island Regional Library Update**

MOVED AND SECONDED, THAT Council directs staff to email the letter presented at the July 24, 2024, regular meeting of Council as Additional Information to the Vancouver Island Regional Library (VIRL) Executive Director and Chair by 4pm on July 26, 2024; AND FURTHER THAT, Council authorize staff to engage in discussions with the Vancouver Island Regional Library (VIRL) about a potential automated library kiosk outside of Community Use Building A (Costin Hall) or District Municipal Hall.
CARRIED UNANIMOUSLY

c) **2024-2034 Community Works Funding Agreement with UBCM**

MOVED AND SECONDED, THAT the Mayor and Corporate Officer be authorized to execute the 2024 - 2034 Community Works Fund Agreement under the Administrative Agreement on the Canada Community-Building Fund.
CARRIED UNANIMOUSLY

d) **New Water Restrictions & Water Conservation Process Review**

This agenda item was deferred to a future regular meeting of Council

Councillor Savage departed the regular meeting of Council due to a conflict of interest regarding the developments as both developments to be discussed are adjacent to his property.

e) **Harwood Development – Report to be provided**

MOVED AND SECONDED, THAT Council directs staff to undertake a Traffic Impact Assessment (TIA) study for the Harwood/Aulds intersection (6717/6701/6720 Harwood Drive, and 7426 Spences Way); AND FURTHER THAT, the Traffic Impact Assessment study be funded from the Covid Restart Fund (operating reserve account) fund; AND FURTHER THAT the total funds expended do not exceed $25,000.
CARRIED

Councillor Savage entered Council chambers and rejoined the regular meeting of Council.

f) **Revised Project Description regarding Design Guidelines for Trail Standards**

MOVED AND SECONDED, THAT Council instructs staff to replace the "Project Description" in the "District of Lantzville 2024-2028 Financial Plan Bylaw No. 360, 2023" under GL code #06-5-55- 527 with the following: "A semi-rural trail of 1.0-2. m width as terrain allows, with curves to follow natural terrain, constructed with a permeable firm surface AND located on the south side of Lantzville Road from Leland Road to Peterson Road, crossing the pedestrian crosswalk at Peterson Road then continuing along the north side of Lantzville Road to Huddlestone Road AND with a minimum distance of 1.5m from the white line, to separate users from road traffic and preserve this space for cyclists; AND FURTHER THAT this be funded from the Climate Action Program Grant with the money remaining allocated to future paths of this description.
CARRIED UNANIMOUSLY

g) **Trail Safety – Huddlestone Road to Village Core**

MOVED AND SECONDED, THAT Council direct staff to continue the "Leland to Huddlestone trail" from Huddlestone Road to the crossing walk at Tweedhope and School Road according to Table 1 attached with deletion of the word paved in Table 1 on page 125 of the July 24, 2024, agenda.
CARRIED UNANIMOUSLY

MOVED AND SECONDED, THAT Council extend the regular meeting of Council past 9:30pm.
CARRIED

h) **Beach Road Ends**

MOVED AND SECONDED, THAT the process of designing the Sebastion beach road end be initiated by inviting residents on the District website and in the Community Update to give input on the features they desire such as greenspace, bike rack, washroom, etc,
CARRIED UNANIMOUSLY

INTRODUCTION OF LATE ITEMS

MOVED AND SECONDED, THAT Council considered an emergent landscaping item due to the work being currently carried out for the Village Core Phase II.
CARRIED

Councillor Mundell departed Council chambers at the regular meeting of Council at 9:48 pm

MOVED AND SECONDED, THAT Council approve the Village Core Phase II landscaping project modified scope as presented with the July 24, 2024, staff report with the following changes:

- Strike 6 inches and insert 12 inches for the composted blend soil
- with an upper limit of $14,315 plus $2,750 to be drawn the gas tax fund.

CARRIED

MOVED AND SECONDED, THAT Council consider an emergent tree removal item due to the Rossiter Road Civil Improvements being unable to continue work until the tree is removed.
CARRIED UNANIMOUSLY

MOVED AND SECONDED, THAT Council give staff approval to remove two trees, one in front of 7293 Rossiter Avenue and a second location between 7354 and 7348 Rossiter Avenue (as illustrated in the handouts) to support the on-ongoing Harby Road, Rossiter Avenue and Joy Way watermain replacement project.
CARRIED UNANIMOUSLY

MOVED AND SECONDED, THAT Council consider plans for the Village Core Phase 2 landscaping as an emergent item due to the works needing to be done immediately.
CARRIED UNANIMOUSLY

MOVED AND SECONDED, THAT Council approves the four-page plan presented at the July 24, 2024, Council meeting titled "Calluna Plan" for the layout of the Heather plans (Calluna Vulgaris) which have already been purchased for the Village Core Phase 2 landscaping.
CARRIED

PUBLIC CLARIFICATION - NIL

MOTION TO CLOSE THE MEETING TO THE PUBLIC

MOVED AND SECONDED, THAT the regular Council meeting be closed to the public, pursuant to sections 90(1) (a), (c), (d), (e) and (i), of the Community Charter, for the purpose of considering:

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;
(c) labour relations or other employee relations;
(d) the security of the property of the municipality;
(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and

(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED UNANIMOUSLY

MEETING CLOSED TO THE PUBLIC: 10:02 pm

MEETING REOPENED TO THE PUBLIC: 10:22 pm

ADJOURNMENT

MOVED AND SECONDED, THAT the July 24, 2024, regular Council meeting be adjourned.

CARRIED UNANIMOUSLY

MEETING ADJOURNED: 10:23 pm

Certified Correct:

_____

Delcy Wells, Director of Corporate Administration

Confirmed this xx day of xxxx, 2024.

_____

Mark Swain, Mayor

District of Lantzville

REPORT TO CHIEF ADMINISTRATIVE OFFICER

Meeting Date: September 11, 2024

SUBJECT: Conclusion of the Petition Against Process for "District of Lantzville Water System (The Winds) Local Area Service Establishment Bylaw No. 336, 2023" and "District of Lantzville Loan Authorization Bylaw No. 299, 2022"

PURPOSE

To advise Council of the results of the Petition Against process for "District of Lantzville Water System (The Winds) Local Area Service Establishment Bylaw No. 336, 2023" and "District of Lantzville Loan Authorization Bylaw No. 299, 2022" and to seek further direction.

RECOMMENDATION

THAT Council receive the Staff Report titled "Conclusion of the Petition Against Process for "District of Lantzville Water System (The Winds) Local Area Service Establishment Bylaw No. 336, 2023" and "District of Lantzville Loan Authorization Bylaw No. 299, 2022"; AND FURTHER THAT Council abandon the creation of The Winds water service establishment project, and any variation thereto, and instruct staff to consult with the Province regarding options for alternate uses for the Provincial grant provided to fund this project, following a review of the 2023-2027 Strategic Plan to choose an alternative project.

COMMITTEE/COMMISSION RECOMMENDATION

N/A

ALTERNATIVES AND IMPLICATIONS

1. THAT, as per Section 213(6) of the Community Charter, Council re-initiate the project as is after one year, subject to approval from the Province to extend the grant deadline.

   Implications: Alternative 1 is not recommended as the residents have made it clear that this project is not desired. Waiting one year to re-initiate the project as is would not be effective.

2. THAT Council amend the scope of The Winds water service project and initiate a new Petition Against process immediately.

   Implications: Alternative 2 is not recommended as reducing the size of the service and re-initiating the Petition Against is not feasible.

BACKGROUND/RELEVANT HISTORY

On July 17, 2024, a Council-initiated Petition Against process began, and impacted property owners were given until 4:00 pm on August 27, 2024, to submit an Elector Response Form. Residents in favour were not required to take any action, and residents not in favour were required to submit a valid Elector Response Form.

The Elector Response Form materials advised residents that if more than 50 percent of the electors submitted an Elector Response Form representing at least 50 percent of the assessed value of the land and improvements that would be subject to the local service tax, the service **WOULD NOT** be established and Council could then choose to: (1) change the service area and/or reduce the cost and conduct a new Petition Against process; (2) abandon the creation of the service.

ATTACHMENTS

1. Certificate of Sufficiency.
2. District of Lantzville Water System Expansion (The Winds) Local Area Service Establishment Bylaw No. 336, 2023
3. District of Lantzville Loan Authorization Bylaw No. 299, 2022

ANALYSIS/RATIONALE

Attachment #1 is the Certificate of Sufficiency which confirms that, at the conclusion of the Petition Against process, a total of 97 property owners petitioned against the project. This represented 67% of the assessed value and 71% of the assessed parcels that would be subject to the local service tax, which is well above the statutory threshold of at least 50%.

Therefore, the conclusion of the Petition Against, in accordance with the *Community Charter*, is that Council cannot proceed with this project.

As the residents have voted against the establishment of The Winds water service, Council can consider other projects for the use of the Provincial grant.

Financial/Budget Implications

There are no financial implications as The Winds project will not be continuing. There were funds spent to run the Petition Against process, which were budgeted in the 2023-2027 Financial Plan.

More Council and staff time will be required in order to evaluate alternative uses for the Provincial grant.

Prepared and approved for Council submission by:

Delcy Wells, Director of Corporate Administration/Corporate Officer

Glenn Morphy, A/Chief Administrative Officer

Date: August 31, 2024

REVIEWED WITH:			
☑ Corporate Administration	☐ Fire Rescue	☑ Public Works/Engineering	☐ RCMP
☑ Finance	☐ Planning	☐ Solicitor	☐ Committee:
☐ Other:			

COUNCIL AGENDA INFORMATION:		
Meeting Type	**Date**	**Agenda Item #**
Regular	September 11, 2024	
Closed (In-Camera)		

District of Lantzville

Certificate of Sufficiency
Local Area Service on Council Initiative & Borrowing Bylaw Subject to Petition Against

The deadline for the receipt of property owner Petition Against response forms for "District of Lantzville Water System Expansion (The Winds) Local Area Service Establishment Bylaw No. 336, 2023" and "District of Lantzville Water System Expansion to the Winds Residential Areas, Loan Authorization Bylaw No. 299, 2022" was 4:00 pm on Tuesday, August 27, 2024.

Pursuant to Sections 212 and 213 of the *Community Charter,* I, Delcy Wells, Director of Corporate Administration for the District of Lantzville in the Province of British Columbia, certify that I have given notice of Council's intention to undertake the work as a Local Area Service and requisite borrowing as required by the *Community Charter* and that a sufficient Petition Against the District's proposal to establish the "District of Lantzville Water System Expansion (The Winds) Local Area Service Establishment Bylaw No. 336, 2023" and "District of Lantzville Water System Expansion to the Winds Residential Areas, Loan Authorization Bylaw No. 299, 2022" has been received.

Summary of Determination of Sufficiency and Validity of Petition Against			
Total Number of Parcels & Assessment within The Winds Local Area Service Boundary (the petition area)	#141 $134,634,100	100%	*Forms signed by the owners of at least 50% of the 141 parcels and representing at least 50% of $134,634,100 assessed value, subject to the local service tax, are required for a sufficient petition*
Valid Petitions Against forms received before deadline represented this total Number of Parcels:	#97	69%	
Valid Petitions Against forms received before deadline represented this total Assessed Value:	$89,901,100	67%	

29

On the basis of the Petition Against response forms received before the deadline, I have determined and hereby certify that further to the Petition Against process, approval in accordance with Section 212 and 213 of the *Community Charter* has not been obtained.

Therefore, Council may not proceed with this local area service.

Dated this 29th day of August, 2024.

Delcy Wells

Delcy Wells
Director of Corporate Administration

DISTRICT OF LANTZVILLE
BYLAW NO. 336, 2023
A BYLAW TO ESTABLISH A LOCAL AREA SERVICE FOR THE CONSTRUCTION OF A WATER SERVICE SYSTEM BENEFITING PART OF THE MUNICIPALITY

WHEREAS Section 210 of the *Community Charter* provides authority for local area services, a municipal service that is to be paid for in whole or in part by a local service tax under Section 216 for services that the Council considers provide particular benefit to part of the municipality;

AND WHEREAS Section 211(1)(b) of the *Community Charter* authorizes Council to establish a local area service by bylaw, if the service and its cost recovery methods have been proposed by Council initiative subject to a Petition Against process by the property owners subject to the local service tax;

AND WHEREAS Council has initiated a local area service subject to a Petition Against process to extend water service to an area to be known as The Winds, pursuant to Section 213 of the *Community Charter*;

AND WHEREAS the *Community Charter* provides for a part of the cost to be borne by property owners benefitting from a local area service and for the levy and imposition of a local service tax to be imposed on benefitting properties to recover the owners' portion of the costs;

AND WHEREAS the Corporate Officer has certified that the Petition Against process does not constitute a sufficient petition signed by at least 50 percent of the owners, representing at least half of the assessed value of the parcels that would be subject to the local service tax;

NOW THEREFORE, the Council of the District of Lantzville,
in open meeting assembled, enacts as follows:

Citation

1. This Bylaw may be cited as "District of Lantzville Water System Expansion (The Winds) Local Area Service Establishment Bylaw No. 336, 2023".

Establishment of Local Area Service

2. The District hereby establishes a local area service under the provisions of Section 211 of the *Community Charter* to be known as the "The Winds" Water System Local Area Service.

Description of Service

3. The description of the local area service is the construction of a water system to serve a specified local service area.

Boundaries of Local Service Area

4. The Winds Water System Local Service Area includes all of the parcels within the area outlined in heavy dashed black line on the plan attached to and forming part of this bylaw as Schedule 'A' – Bylaw No. 336 - The Winds Water Service System Local Area Service Boundaries (the "Local Service Area").

Method of Cost Recovery

5. The cost recovery method for an amount not exceeding $3,598,388, which is a portion of the estimated total construction cost of *$9,296,506* for constructing the water system, plus the cost of borrowing up to $3,598,388 and interest, that is the subject of the local area service established under this bylaw, shall be recovered by way of a parcel tax under Division 4 of Part 7 of the *Community Charter* imposed only within the Local Service Area on the basis of a single amount for each parcel.

   As an alternative to the preceding cost recovery method, an owner of a parcel within the Local Service Area may elect to pay their portion of the Local Area Service charge levied for their parcel in the form of a one-time cash payment.

READ A FIRST TIME this 26th day of June, 2024.

READ A SECOND TIME this 26th day of June, 2024.

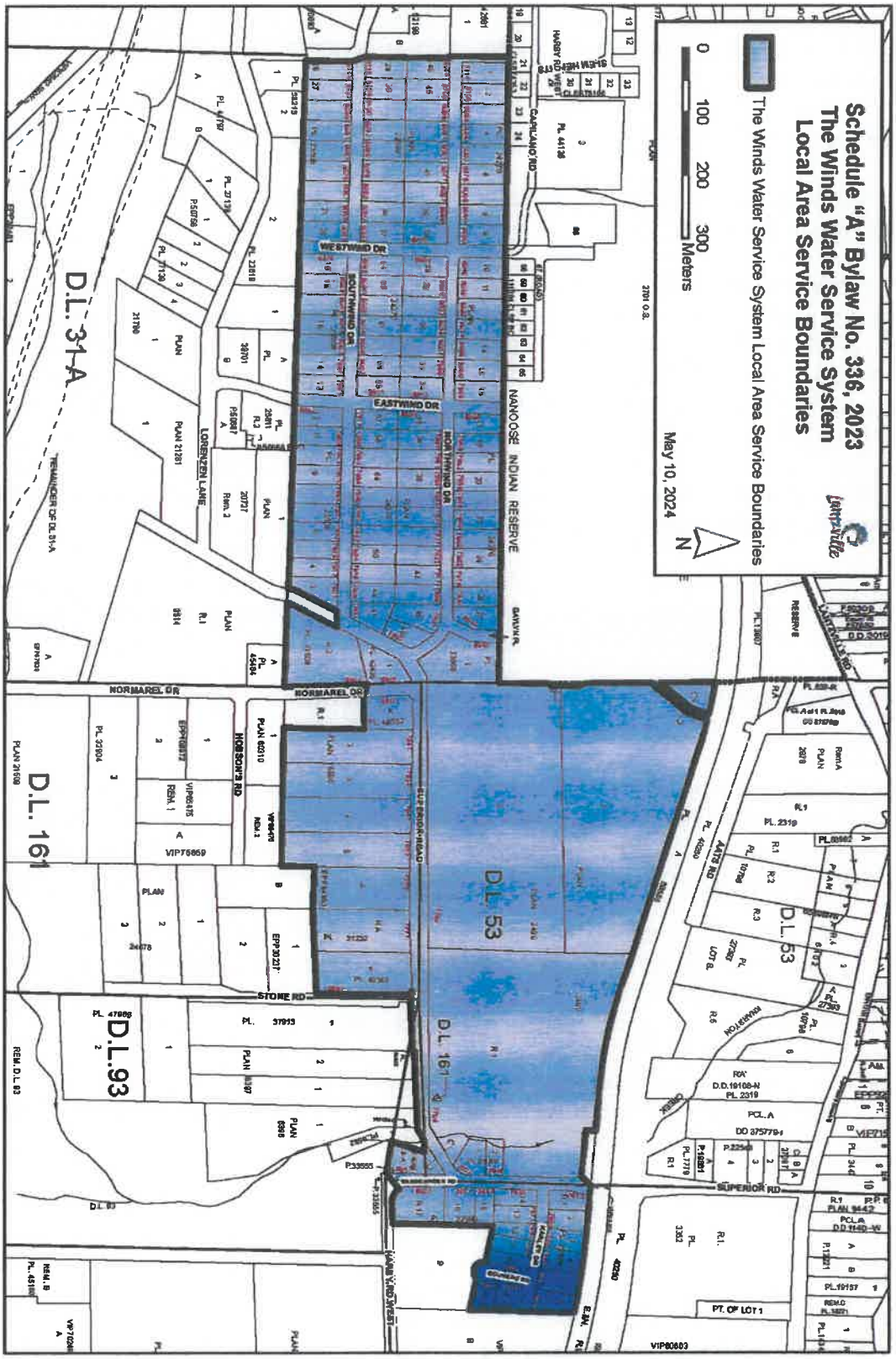
READ A THIRD TIME this 26th day of June, 2024.

ADOPTED this day of , 2024.

Mayor

Director of Corporate Administration

SCHEDULE "A"
The Winds Water Service System Local Area Service Boundaries
(the "Local Service Area")



DISTRICT OF LANTZVILLE
LOAN AUTHORIZATION BYLAW NO. 299, 2022

A BYLAW TO AUTHORIZE THE LONG-TERM BORROWING OF THE ESTIMATED COST OF WATER SERVICING TO THE NORTH AND SOUTH WIND RESIDENTIAL AREAS

WHEREAS it is deemed desirable to provide Lantzville Water Servicing to the North and South Wind Residential Areas,

AND WHEREAS the estimated cost of infrastructure and construction to provide water service to the North and South Wind Residential Area's including expenses incidental thereto is estimated to be the sum of **Nine Million, Two Hundred and Ninety Six Thousand Five Hundred and Six Dollars ($9,296,506)** of which the sum of up to **Three Million, Five Hundred and Ninety Eight Thousand and Three Hundred and Eighty Eight Dollars ($3,598,388)** is the amount of debt intended to be borrowed by this bylaw;

AND WHEREAS the borrowing has been proposed by council initiative in accordance with sections 217(1)(b) and 213 of the *Community Charter,*

AND WHEREAS application to the Inspector of Municipalities and the electoral approval process are conditional upon approval of infrastructure grant funding through the Investing in Canada Infrastructure Environmental Quality Program.

NOW THEREFORE, the Council of the District of Lantzville, in open meeting assembled, enacts as follows:

1. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Lantzville Water System to the Winds residential areas generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:

    a. To borrow upon the credit of the District a sum not exceeding **Three Million, Five Hundred and Ninety Eight Thousand and Three Hundred and Eighty Eight Dollars ($3,598,388)** towards the construction of expansion of the Lantzville Water System to the Winds Area, which borrowed amounts are to be recovered by a local service tax.

    b. To acquire all such real property, easements, rights-of-way, licences, rights, or authorities as may be requisite or desirable for or in connection with the construction of the said water system to the North and South Winds residential areas.

2. The maximum term for which debentures may be issued to secure the debt created by this bylaw is thirty (30) years.

3. This bylaw may be cited as "District of Lantzville Water System Expansion to the Winds Residential Areas, Loan Authorization Bylaw No. 299, 2022".

READ A FIRST TIME this 12th day of January, 2022.

READ A SECOND TIME this 12th day of January, 2022.

READ A THIRD TIME this 26th day of June, 2024.

Approval of the Inspector of Municipalities this day of , 2024.

ADOPTION this day of , 2024.

Mayor

Director of Corporate Administration

District of Lantzville

REPORT TO CHIEF ADMINISTRATIVE OFFICER

Meeting Date: September 11, 2024

SUBJECT: Form and Character Development Permit Application for 7181 Lantzville Road

PURPOSE

To provide information for Council to consider approval of Development Permit application No. DP 24-2 (Development Permit Area 8 – Village Form and Character) for the proposed construction of a mixed-use building on 7181 Lantzville Road.

RECOMMENDATION

1. **THAT** Development Permit No. DP24-2 for 7181 Lantzville Road be issued.

COMMITTEE/ COMMISSION RECOMMENDATION

N/A

ALTERNATIVES AND IMPLICATIONS

1. **REFUSE THE DEVELOPMENT PERMIT**

   THAT issuance of Development Permit No. DP24-2 for 7181 Lantzville Road be refused.

   Council can refuse the Development Permit if the proposal is inconsistent with the Development Permit guidelines in "District of Lantzville Official Community Plan No. 150, 2019" (OCP). If the Development Permit is refused, Council must clearly identify which guidelines the application does not comply with.

2. **AMEND THE DEVELOPMENT PERMIT**

   When the following motion is on the floor:

   THAT Development Permit No. DP24-2 for 7181 Lantzville Road be issued.

   Amend 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 Development Permit No. DP24-2 for 7181 Lantzville Road be issued, as amended [*insert preceding amendment*].

BACKGROUND/RELEVANT HISTORY

7181 Lantzville Road (the 'Subject Property') is zoned as 'Village Commercial' in "District of Lantzville Zoning Bylaw No. 180, 2020" (Zoning Bylaw 180) and is designated as 'Village' and 'Village Primary Commercial Core Special Plan Area' in the OCP. The Subject Property is approximately 0.2593 hectares in area and does not currently contain any buildings. Previously, the property contained a single-family residential dwelling that was removed earlier in 2024. The property is located in the Development Permit Area 8 – Village Form and Character area. A development permit must be approved by Council prior to issuance of the building permit. A design rationale provided by the applicant is included in **ATTACHMENT 1**.

The applicant has proposed to construct a three-storey mixed-use building on the property. The development would include three commercial units on the first storey and a total of twelve residential units spread across the second and third storeys (**ATTACHMENT 2**).

The twelve proposed residential units range in size from approximately 791 sqft to 1,026 sqft, including a mix of 1 bedroom + den, 2 bedroom, and 2 bedroom + den units. The commercial units are 584 sqft, 1,556 sqft, and 3,409 sqft in area, with large ground-level windows and separate external accesses. External to the building, the applicant has proposed a covered plaza with tables and seating. The property owners have concurrently applied for a development variance permit (DVP24-4) to reduce the required number of short term commercial and bicycle parking spaces.

A landscaping plan for the site in included in **ATTACHMENT 3**. In addition, frontage upgrades on Lantzville Road will be provided as part of the proposed development. A Works & Services Agreement will be required prior to building permit approval. Preliminary engineering and fire safety reviews have been conducted; however, **final designs** will be confirmed at the Building Permit stage.

ATTACHMENT 4 outlines the OCP guidelines for DPA 8 – Form and Character and **ATTACHMENT 5** includes the Development Permit No. DP24-2 application.

ATTACHMENTS

1. Design Rationale
2. Site Plan and Architectural Drawings
3. Landscaping Plan
4. DPA 8 – Form and Character Guidelines
5. Development Permit No. DP24-2
6. DPA 8 Guideline Review for 7181 Lantzville Road

ANALYSIS/RATIONALE

The proposed mixed-use building will provide much-needed small-scale residential and commercial space in the Village Primary Commercial Core. The proposed plaza will provide an outdoor community space and may draw customers to the future businesses in the building. While removal of some vegetation is necessary to provide parking, new landscaping will be provided.

Staff have reviewed DPA 8 – Village Form and Character for guidelines that are applicable to development of the mixed-use building. The DPA 8 guidelines in the OCP include several clauses that either do not apply to the proposed development or are encouraged rather than mandatory. In some cases, application of Form and Character regulations are not possible.

ATTACHMENT 6 outlines and explains why certain clauses are not included in the draft Development Permit.

1. Strategic Plan Objectives

The proposed development meets Council's strategic priority of high-quality neighbourhood planning.

2. Policy

Official Community Plan

The proposed development meets the following goals and regulations of the OCP:

a) Goal 2: Preserve Community Character

i. Strengthen local opportunities for employment based on infill of the current industrial park area and encouragement of business in the Village Core.
ii. Promote efficient use of infrastructure through infill on vacant lands in existing developed areas.

b) Goal 3: Strengthen the Village Primary Commercial Core

i. The District encourages the development of residential uses in the upper floors of both new and existing commercial buildings.
ii. The District encourages the development of residential uses in the upper floors of both new and existing commercial buildings.
iii. The incorporation of courtyards and public gathering places within commercial and residential developments is encouraged.
iv. Development must be pedestrian-oriented. Setback areas between the front of buildings and the public right of way should only be to enhance pedestrian walkways and street level appeal. This may include recessed entrances, planters, shrubs, outdoor seating, public art, and walkways.

v. Commercial and institutional development within the Village Primary Commercial Core should front onto Lantzville Road.

c) 8.2 | Managing the Rate of Infill Growth

i. There has been consistent strong interest and support to strengthen the Village Primary Commercial Core, including accommodating a concentration of residents within walking distance.

d) 11.1.1 | Village Primary Commercial Core Special Plan Area

i. Commercial uses will be required on the ground floor of new development along Lantzville Road and other immediately adjacent areas as defined in the SPA process. Residential, commercial, or seniors supportive housing above street-front commercial is encouraged in these areas. Where above-commercial housing is proposed, provide a range of housing unit sizes and numbers of housing units that respect building height limits of two storeys on the north (ocean) side of Lantzville Road and three storeys above Lantzville Road on the south (upland) side. Respect lot constraints for on-site parking.

ii. The District encourages proposals for development in this area 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. Density averaging and clustering are permitted.

Zoning Bylaw

The proposed development meets the regulations of the Village Commercial Zone. The property owner has concurrently submitted a development variance permit application (DVP24-4) to reduce the required number of short-term commercial parking stalls. Development Permit Area 8 – Form and Character Guidelines support a reduction of parking stalls "based on a mix of complimentary uses, different peak time usage, or other shared parking factors".

Lantzville Beyond Business as Usual – Economic Development Strategy

The proposed mixed-use (residential and commercial) building will support Pillar 1 of Lantzville's Economic Development Strategy. Per the Strategy, "the Village Core will be more likely to thrive if there are more residents (Pillar 3), visitors (Pillar 5), and support for businesses (Pillar 2). The ability to attract businesses (Pillar 2) will be greatly improved if Lantzville adopts a more business friendly and consistent attitude (Foundational Actions)." The proposed development includes small scale residential, three new locations for businesses, and an outdoor covered plaza.

3. Resource Implications

N/A

4. Financial/Budget Implications

Development of the proposed building will result in an increase in the assessed value of the property.

5. Sustainability Implications

N/A

Prepared By:

Amanda Masse, Planner

Date: September 6, 2024

George Robinson, Director of Planning

Date: September 6, 2024

Approved for Submission to Council:

Glenn Morphy, Acting Chief Administrative Officer

Date: September 6, 2024

REVIEWED WITH:			
☒ Corporate Administration	☒ Fire Rescue	☒ Public Works/Engineering	☐ RCMP
☐ Financial Services	☐ Planning	☐ Solicitor	☐ Committee:
☐ Other:			

COUNCIL AGENDA INFORMATION:		
Meeting Type	**Date**	**Agenda Item #**
Regular	September 11, 2024	
Closed (In-Camera)		
Committee of the Whole		

File: 3060-20-DP24-2
Location: T:\DISTRICT OF LANTZVILLE\Reports to Council\2024\2024 09 11 Development Permit No. DP24-2 for 7181 Lantzville Road

DP Design Rationale

Inspired By Nature ... Captured By the Imagination

Thoughtful Creations for Longevity

C.M.T.C. Architect Inc.
3440 E. Georgia St.
Vancouver , BC V5K 2L7
tel: 604-563-2682
email:chris@cmtcarchitect.ca

May 30, 2024

District of Lantzville
Planning Department
7191 Lantzville Road, PO Box 100
Lantzville, BC V0R 2H0

RE: DESIGN RATIONALE FOR COASTLINE STATION AT 7181 LANTZVILLE RD., LANTZVILLE BC

The property at 7181 Lantzville Road lies within the Village Commercial Zone (DPA 8), which permits apartments, community care units, and assisted living units in a mixed-use format. In addition, Section 11.10.5 indicates that where mixed-use buildings are being considered, including residential use above the commercial use portion of the property is encouraged.

The Development Team of McNaught Contracting Ltd. and CMTC Architecture Inc. are excited and pleased to introduce to the District of Lantzville, our project of the Coastline Station ["Coastline Station"].

THE PROPOSAL

Nestled within this .65 acre parcel, Coastline Station will encompass one three-story mixed-use building on Lantzville Road that is comprised of three commercial retail units [CRUs] on the ground floor, with two stories of wood-framed residential apartments above. The CRUs will include an outdoor covered gathering space that includes ample seating (ex. benches) and tables.

Coastline Station is located within 300 metres of established commercial services in the Village Primary Commercial Core, including but not limited to the following: Dental Office, Pharmacy, Doctors Office, Post Office, Bus Stop and Restaurants.

The property will include 53 above-ground parking stalls as detailed below under "Parking" .

MASSING

The configuration of the site is in keeping with the Guidelines of the OCP that suggest that the building be "stepped back, terraced, or tapered from the first floor to maintain pedestrian scale, prevent shadowing on the street, enhance solar gain, and preserve significant ocean views". The building will be stepped back from the street as the corners of the building are articulated back from the face of the building below; this will preserve the surrounding panoramic views with the ocean to the North and East, while creating areas of inhabitation and liveliness.

The building is divided into two distinct sections with its wing walls that hold up the flying roof situated in the middle. This ultimately reduces the massing of the building along the street front and maintains the small-scale massing of the surrounding commercial buildings.

Additionally, a substantial canopy projection separating the commercial and residential components divides the facades into smaller scale architectural components.

The ground floor is comprised of 6,750 sq. ft. of commercial space divided into three individual CRUs of varying sizes to attract different uses such as a coffee/bakery shop, larger retail, and offices space. A total of 13,026.36 sq. ft., divided over two floors, will represent the residential units (RUs). Each residential level will include six units consisting of:

- One 1 - bedroom + den
- Two 2 - bedrooms and
- Three 2 - bedroom + den

We have focused our residential design on a high level of inclusive and diverse spaces that can accommodate differing family dynamics. The practical and functional open concept plans and well laid -out spaces are designed for anyone from young professionals, growing families, and retirees.

The wide hallways and elevator are designed for ease of accessibility with those with disabilities and the aging community in mind.

MATERIALS AND ARCHITECTURAL EXPRESSION

The building has been designed in a clean and contemporary style while maintaining the integrity of the historical nuances within the existing character buildings.

Architecturally, Coastline Station is expressed through the double flying roof with wider overhangs, large wrap around corner windows, and balconies.

We have intentionally chosen materials that both pay homage to the historic character of the Village Core and create as much interest at the pedestrian level as possible. Materials, including stone columns, stucco and wood will create a traditional feel, while modern materials including wood-textured hardie board and sagiper desert oak siding (a natural wood appearance that is virtually maintenance free) will provide a natural finish to accent and highlight the buildings entrances and main commercial façade.

Complimented with landscaping, the property will create an enjoyable human-scale establishment that encourages a sense of community and neighbourliness between incumbent business, residents, and their neighbours.

PARKING

Due to the existence of ground water, the basement of the former house was often observed to be flooded during power outages as it relied on mechanical pumps to prevent flooding. This issue was also prevalent in summer months. When BC Hydro was required to shut off power to the site, a generator had to be used to pump water out of the basement. In addition, large pools of standing water were often observed on the surface of the surrounding properties as a result of tree removal – there is no longer natural support to retain water.

Geo-technical reports indicate that ground water was encountered within two feet of the surface during their site investigation. We have been advised against setting our slab on grade any lower than the proposed 28.8m. Since there is no existing municipal infrastructure in place to service the storm sewer at a deeper elevation for a Parkade

Foundation Drainage System naturally, the need of a mechanical system to manage foundation water would be required.

In addition, mechanical systems are subject to system failures, maintenance and shut-down during power outages.

There is also concern that the adjacent ditch could overflow should the culverts ever fail, which would add additional water intake into an underground parking structure.

Since underground parking is not favourable [given the paragraphs above], we are providing a total of 53 surface parking stalls. The parking stalls will be assigned as follows:

- 32 long-term parking stalls
- 21 short-term parking stalls
- 2 electric charging stations for residential use
- 2 electric charging stations for commercial use

BICYCLE PARKING

We will include 22 long-term bicycle storage lockers and 17 short-term bicycle racks.

SUMMARY

It is anticipated that the building design will be highly enjoyed by the building's ultimate end users, the public, and visitors alike. It will be harmonious yet distinct from the surrounding context in a highly desired neighbourhood.

We strongly believe that the Coastline Station mixed-use Project will meet all the District of Lantzville Official Community Plan Guidelines and will enhance the already vibrant Village Primary Commercial Core.

Respectfully submitted,

Chris MT Chung, Architect AIBC
CMTC Architect Inc
Thoughtful Creations For Longevity



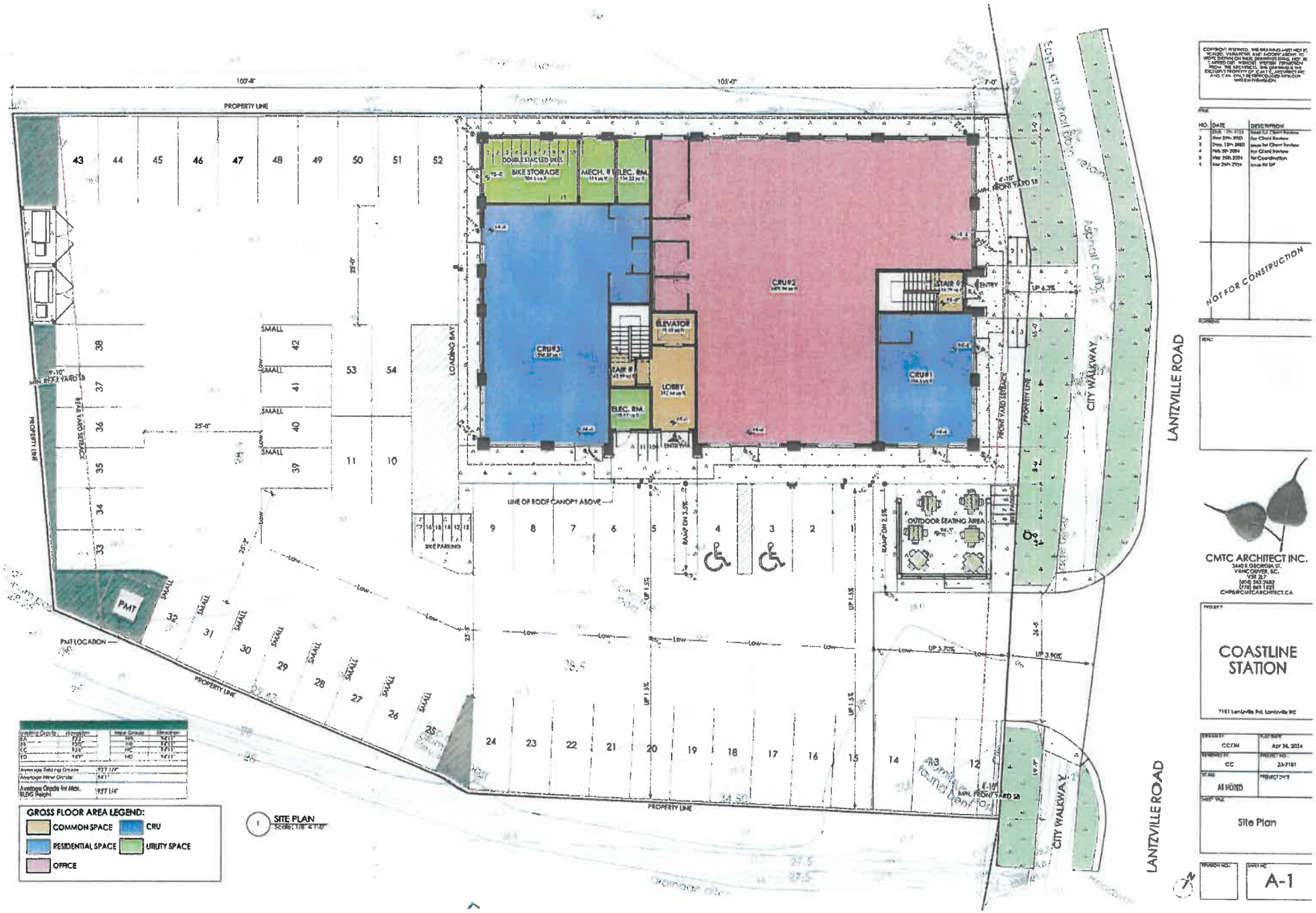
McNAUGHT CONTRACTING ltd

COASTLINE STATION

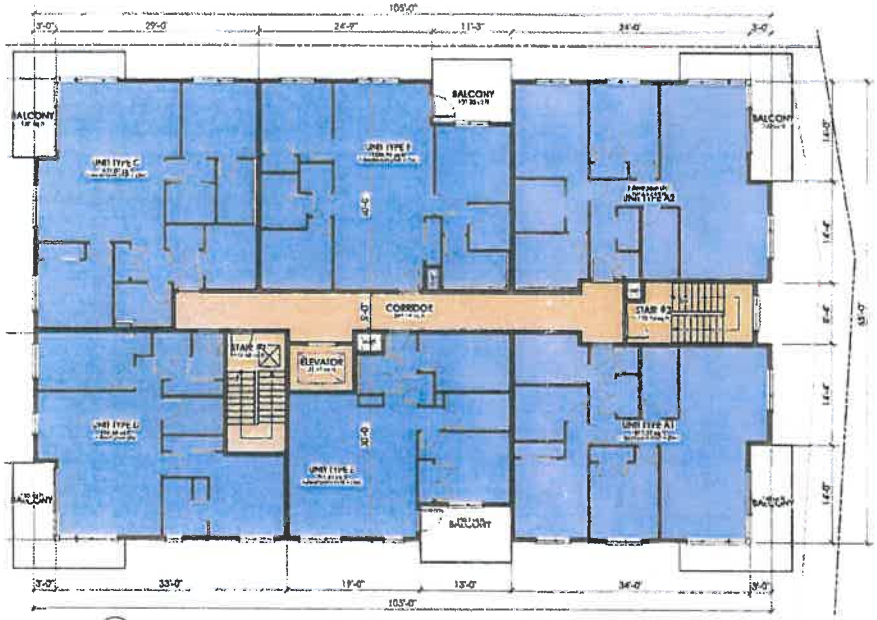
7181 Lantzville Rd, Lantzville BC
Lot 1, District Lot 27, Wellinton District, Plan 14301
Apr 26, 2024

CMTC ARCHITECT INC.
Thoughtful Creations For Longevity

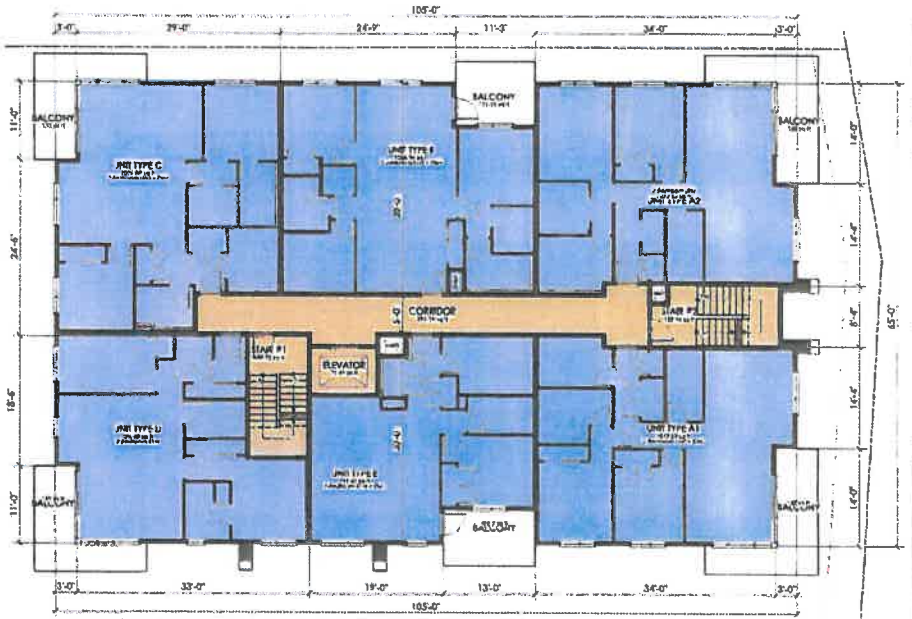
ATTACHMENT #2



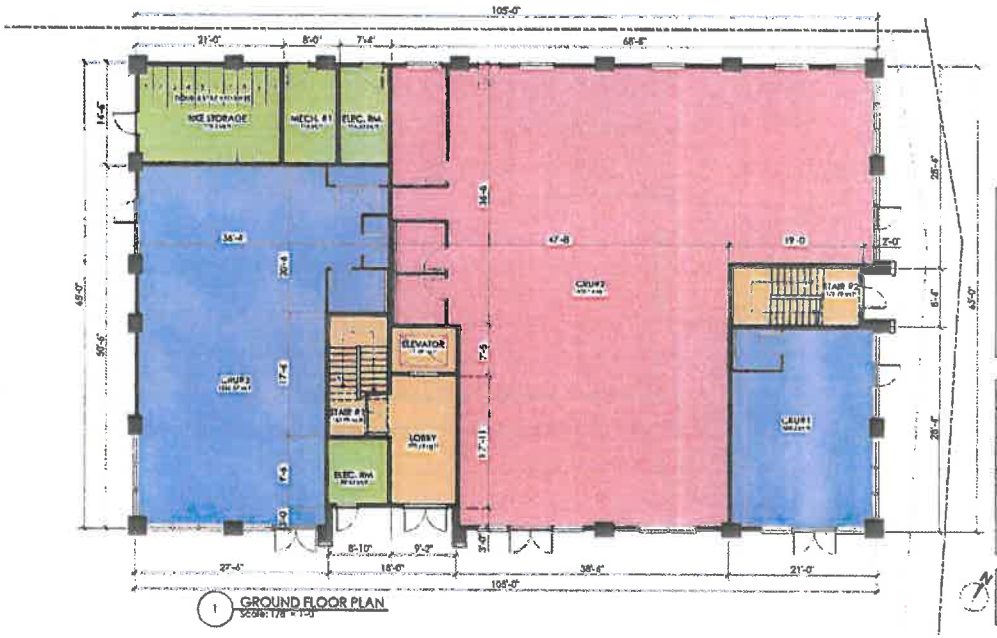
PROPERTY LINE
100'-8"
105'-0"
DOUBLE STACKED BIKES
BIKE STORAGE
MECH. #1
ELEC. RM.
CRU#2
CRU#3
CRU#1
ELEVATOR
LOBBY
STAIR #1
STAIR #2
ENTRY
LOADING BAY
LINE OF ROOF CANOPY ABOVE
BIKE PARKING
OUTDOOR SEATING AREA
RAMP DN 3.5%
RAMP DN 2.5%
UP 1.5%
UP 3.70%
UP 3.90%
UP 6.3%
MIN. FRONT YARD SB
FRONT YARD SETBACK
REAR YARD SETBACK
MIN. REAR YARD SB
PMT
PMT LOCATION
CITY WALKWAY
LANTZVILLE ROAD
Asphalt curb
Low
SMALL
GROSS FLOOR AREA LEGEND:
COMMON SPACE
CRU
RESIDENTIAL SPACE
UTILITY SPACE
OFFICE
SITE PLAN
NOT FOR CONSTRUCTION
CMTC ARCHITECT INC.
COASTLINE STATION
Site Plan
A-1



3 3RD FLOOR PLAN
Scale: 1/8" = 1'-0"



2 2ND FLOOR PLAN
Scale: 1/8" = 1'-0"



1 GROUND FLOOR PLAN
Scale: 1/8" = 1'-0"

GROSS FLOOR AREA LEGEND:

- COMMON SPACE
- RESIDENTIAL SPACE
- OFFICE
- RETAIL
- UTILITY SPACE

FSR Calculation

	Floor Spaces					Total Floor Area	FSR
	CRU	Office	Residential	Common	Utility		
3rd Floor	0.00	0.00	5,736.18	777.01	0.00	6,513.18	0.11
2nd Floor	0.00	0.00	5,736.18	777.01	0.00	6,513.18	0.11
Ground Floor	2,140.87	3,405.94	0.00	585.01	615.50	6,750.33	0.12

Floor	# CRU	# Office	# of Studios	# of 1 Bedroom	# 2 Bedroom	Total	Occupant Load
3rd Floor	0	0	0	1	5	6	22
2nd Floor	0	0	0	1	5	6	22
Ground Floor	2	1	0	0	0	3	88
Occupant Load	54	34	0	4	40	132	

REQUIRED FACTOR	Quant.	REQUIRED (Stalls)	PROPOSED (Stalls)
Cru & Office (1/1 employee)	10 person	10	10
2 or more bedroom Units (2/unit)	10 unit	20	20
1 Bedroom/ Studio Units (1/unit)	2 unit	2	2

REQUIRED FACTOR	Quant.	REQUIRED (Stalls)	PROPOSED (Stalls)
CRU (1/20 m2 or 1/213.3 ft2)	2140.87 sq ft	10	10
Office (1/20 m2 or 1/215.3 ft2)	3408.94 sq ft	14	
Dwelling Unit (0.25/unit)	12 unit	3	3

		REQUIRED (Stalls)	PROPOSED (Stalls)
Standard Stall		40	39
Small Stall (up to 25%)		13	12
Accessible		0	2

REQUIRED FACTOR	REQUIRED	PROPOSED
Commercial	2	2
Residential	2	2

REQUIRED FACTOR	Quant.	REQUIRED (Stalls)	PROPOSED (Stalls)
CRU & Office (1/50 m2 or 1/538.2 ft2)	3349.82 sq ft	10	10
Residential (1/unit)	12 unit	12	12

REQUIRED FACTOR	Quant.	REQUIRED (Stalls)	PROPOSED (Stalls)
CRU & Office (1/25 m2 or 1/269.1 ft2)	5547.92 sq ft	21	22
Residential (1/5 unit)	12 unit	2	2

Note

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NO.	DATE	DESCRIPTION
1	Oct. 13th 2023	Issue for Client Review
2	Nov 29th 2023	For Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Feb 5th 2024	For Client Review
5	Mar 29th 2024	For Coordination
6	Apr 24th 2024	Issue for DP

NOT FOR CONSTRUCTION

CMTC ARCHITECT INC.
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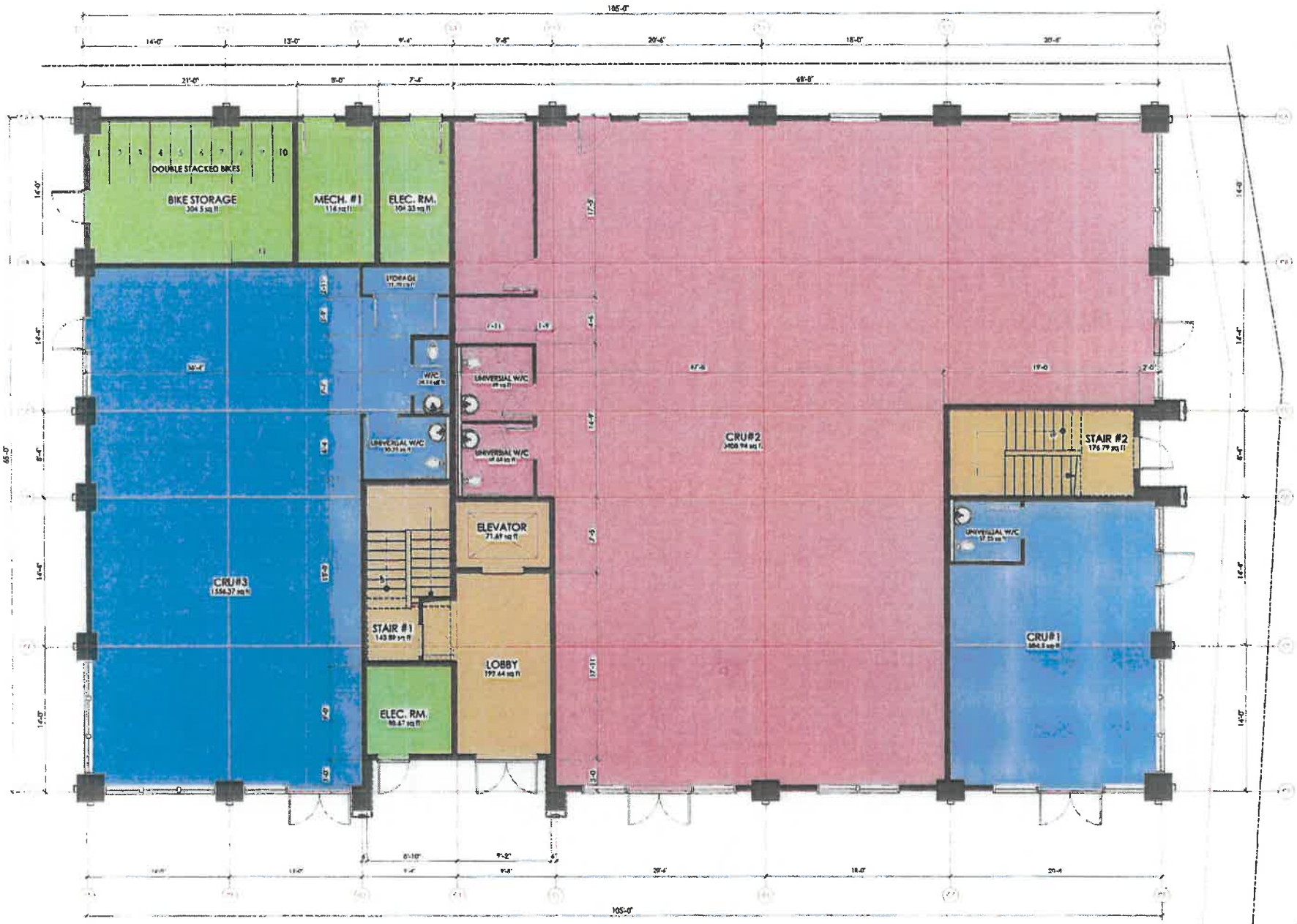
PROJECT
COASTLINE STATION
7181 Lantzville Rd. Lantzville BC

DRAWN BY: CC/JN	PLOT DATE: Apr 24, 2024
REVIEWED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PROJECT DATE:
SHEET TITLE: FSR Plans	
REVISION NO.:	SHEET NO.: A-2



1 GROUND FLOOR PLAN
Scale: 1/4" = 1'-0"

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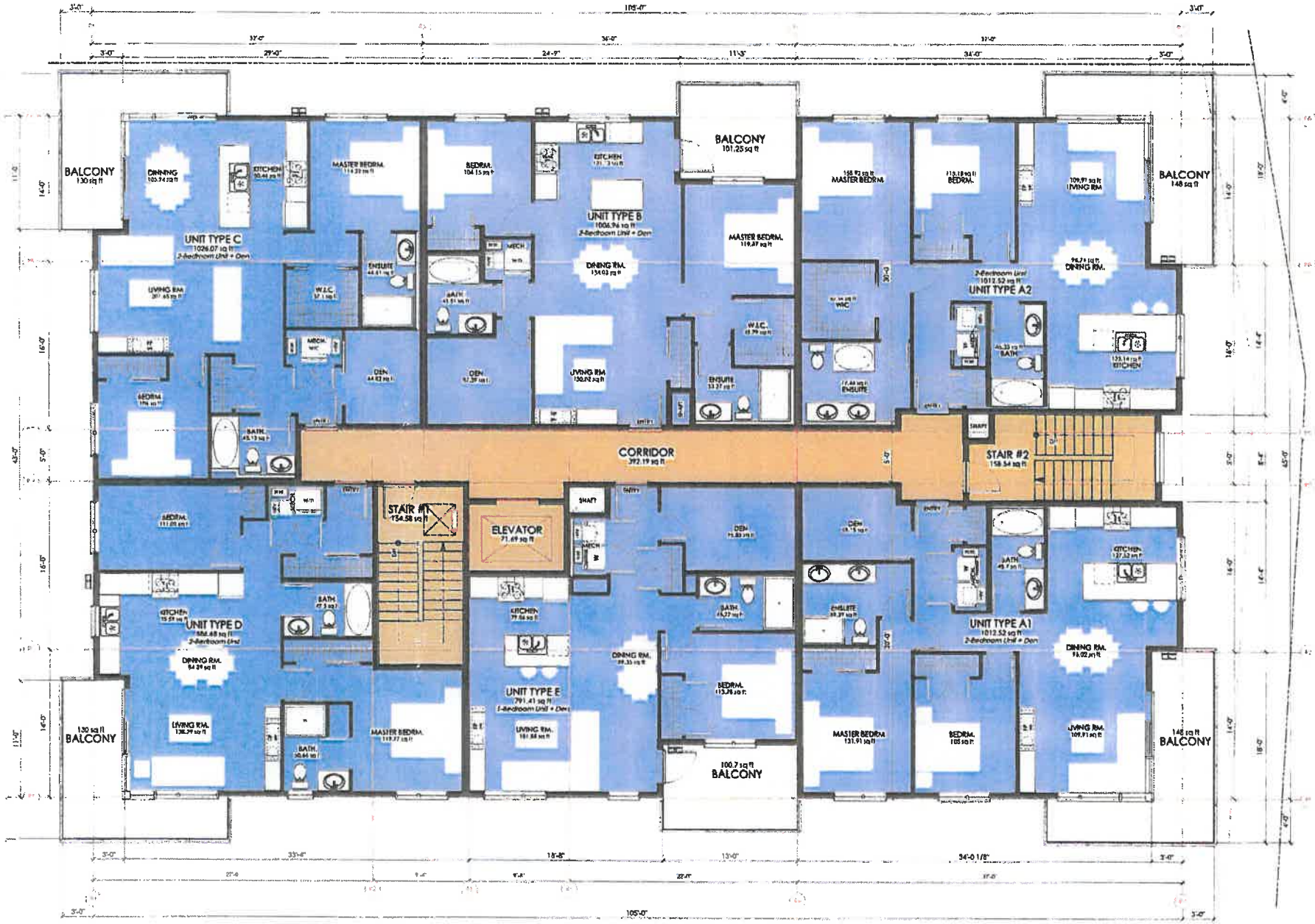
COASTLINE STATION

7181 Lantzville Rd, Lantzville BC

CC/JN	Apr 26, 2024
CC	33-7181
AS NOTED	

Ground Floor Plan

A-3



1 2ND/ 3RD FLOOR PLAN
Scale: 1/4" = 1'-0"

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NO.	DATE	DESCRIPTION
1	Oct 19th 2023	Issue for Client Review
2	Nov 29th 2023	For Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Feb 5th 2024	For Client Review
5	Mar 24th 2024	For Coordination
6	Apr 24th 2024	Issue for DP

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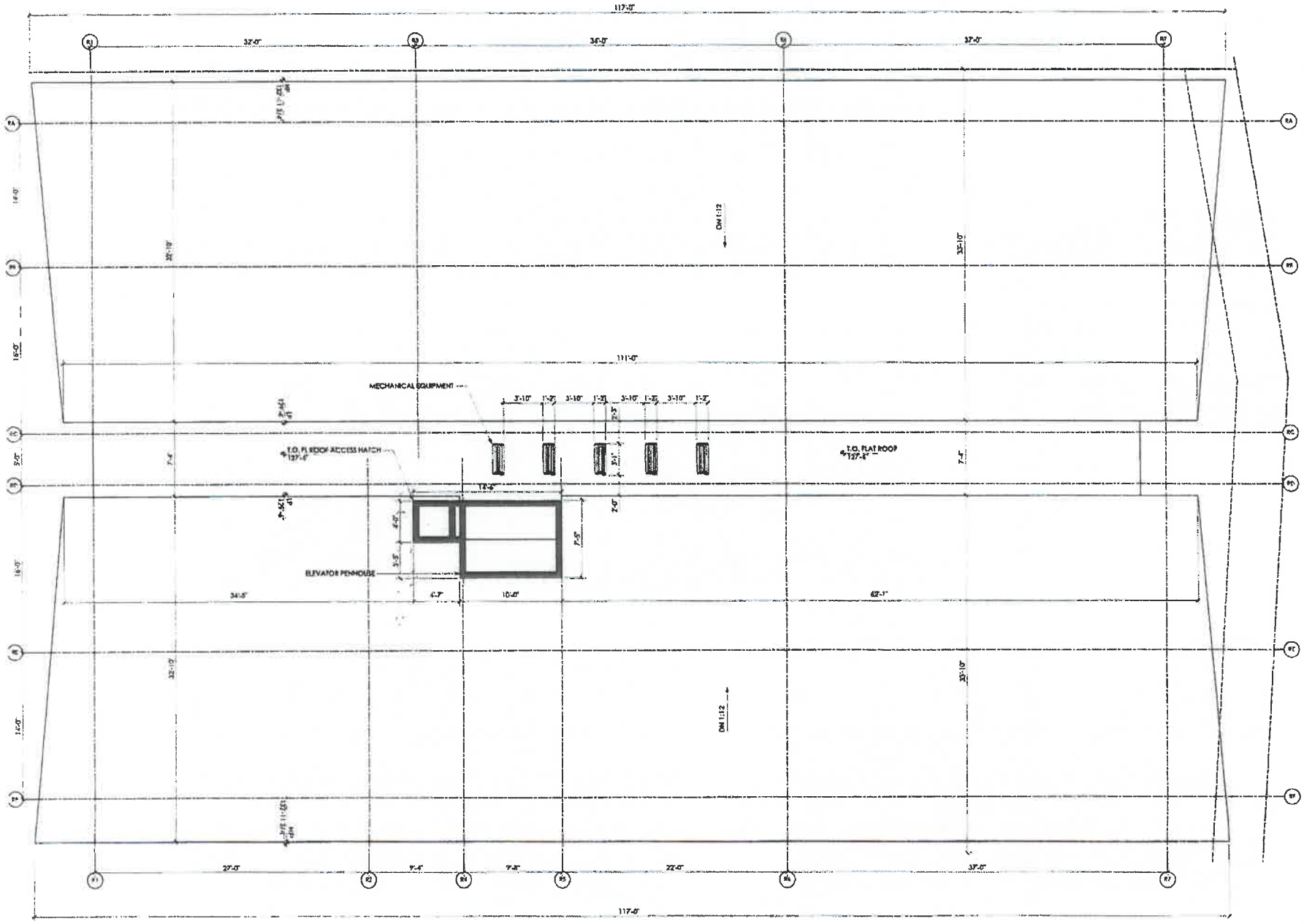
PROJECT:
COASTLINE STATION
7181 Lantzville Rd, Lantzville BC

DRAWN BY: CC/JH	PLOT DATE: Apr 24, 2024
REVIEWED BY: CC	PROJECT NO: 23-7181
SCALE: AS NOTED	PROJECT DATE:

SHEET TITLE:
2nd/ 3rd Floor Plan

REVISION NO.:

SHEET NO.: A-4



1 ROOF PLAN
Scale: 1/16" = 1'-0"

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NO.	DATE	DESCRIPTION
1	Oct. 13th 2023	Issue for Client Review
2	Nov 29th 2023	For Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Feb 9th 2024	For Client Review
5	Mar 26th 2024	For Coordination
6	Apr 26th 2024	Issue for DP

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PROJECT
COASTLINE STATION
7181 Lonsdale Rd, Lonsdale BC

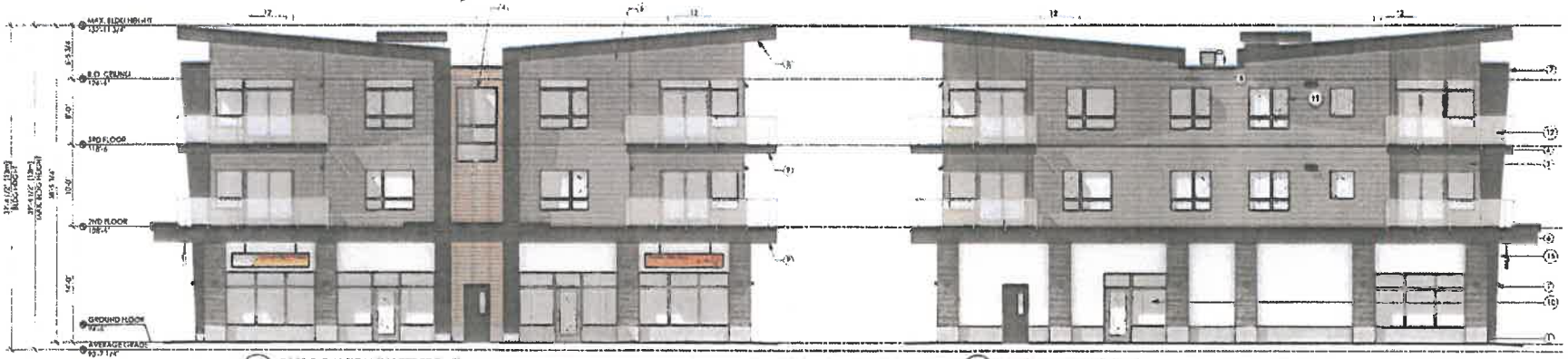
DRAWN BY: CC/JN	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO.: 23-P101
SCALE: AS NOTED	PROJECT DATE:

SHEET TITLE
Roof Plan

REVISION NO.:

SHEET NO.
A-5

P103

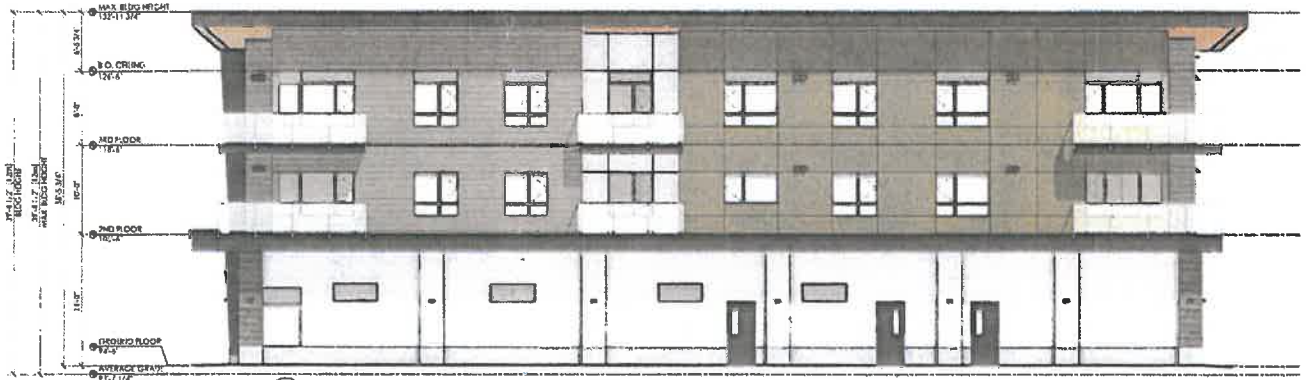


1 EAST ELEVATION (STREET FRONT)
Scale: 1:75

2 WEST ELEVATION (BACK)
Scale: 1:75



3 SOUTH ELEVATION (LOBBY)
Scale: 1:75



4 NORTH ELEVATION (SIDE)
Scale: 1:75

MATERIAL LEGEND
1. CONC BASE
2. SPS RODRING
3. HARDIE PANEL MOUNTAIN SAGE
4. HORIZONTAL SIDING- SAGIFER DESERT OAK
5. HARDIE LAP SIDING
6. PAINTED FASCIA
7. HARDIE TRIM BOARD- IRON GRAY SMOOTH
8. METAL SOFFIT- WESTFORM METAL AUTUMN
9. BLACK ALUMINUM SOFFIT
10. STOREFRONT WINDOW
11. RESIDENTIAL WINDOWS
12. METAL RAILING AND GLAZING
13. METAL SCREENS
14. PLANTER BOX
15. SIGNAGE

MATERIAL BOARD



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ISSUE

NO.	DATE	DESCRIPTION
1	Oct. 19th 2023	Issue for Client Review
2	Nov 27th 2023	For Client Review
3	Dec 13th 2023	Issue for Client Review
4	Apr 24th 2024	Issue for DP

NOT FOR CONSTRUCTION

PERSONNEL

SEAL

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PROJECT

COASTLINE STATION

7181 Lanfeville Rd. Lanfeville BC

DRAWN BY: CC/JH	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PROJECT DATE:

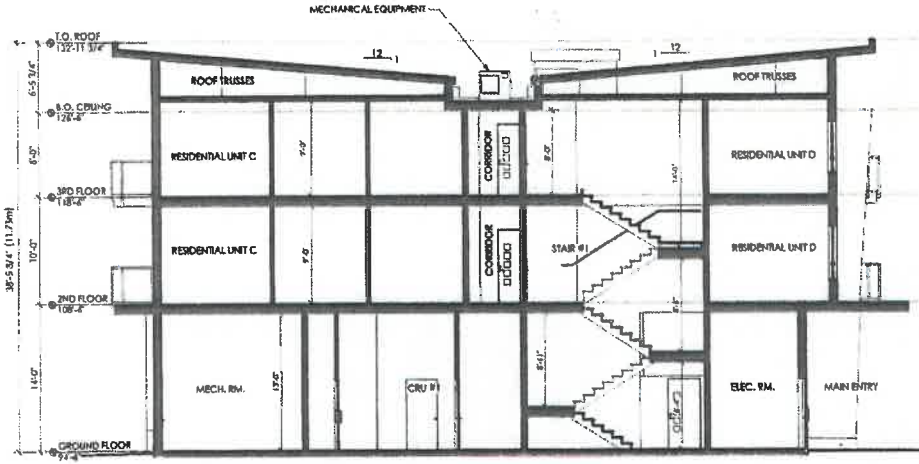
SHEET TITLE

Elevations

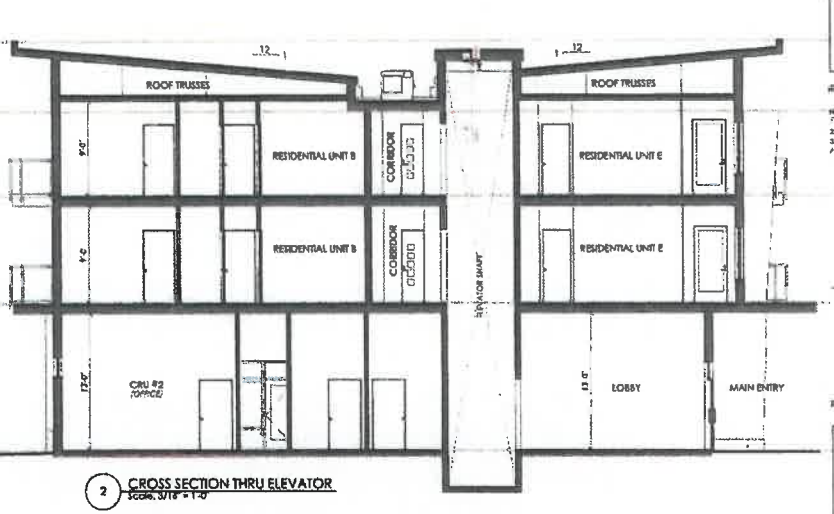
REVISION NO.

SHEET NO.

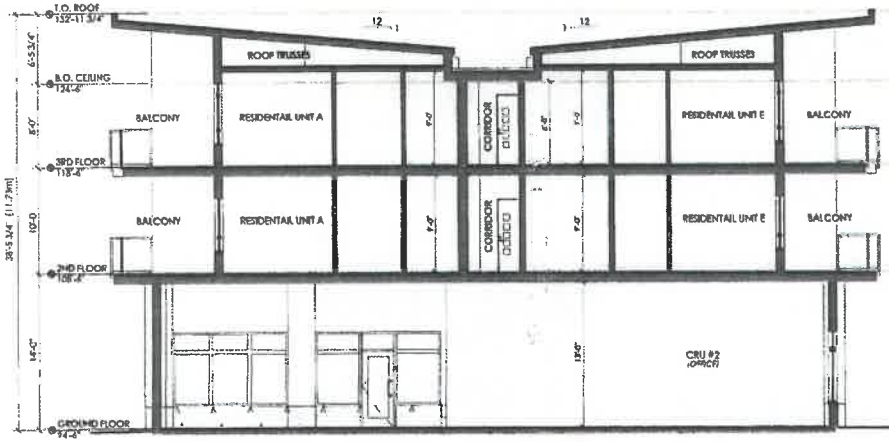
A-7



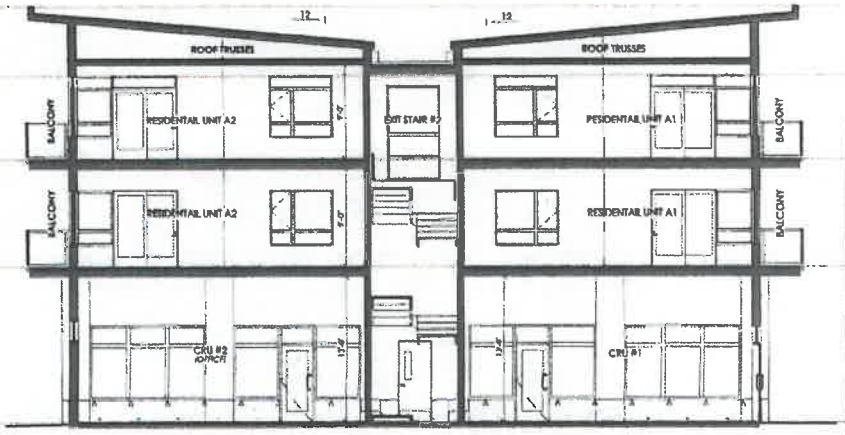
1 CROSS SECTION THRU STAIR #1
Scale: 3/16" = 1'-0"



2 CROSS SECTION THRU ELEVATOR
Scale: 3/16" = 1'-0"



3 CROSS SECTION THRU BALCONY
Scale: 3/16" = 1'-0"



4 CROSS SECTION THRU STAIR #2
Scale: 3/16" = 1'-0"

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NO.	DATE	DESCRIPTION
1	[illegible]	Issue for Town Review
2	Nov 29th 2023	Per Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Apr 26th 2024	Issue for DP

NOT FOR CONSTRUCTION

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PROJECT:

COASTLINE STATION

7181 Lorraine Rd, Lorraine BC

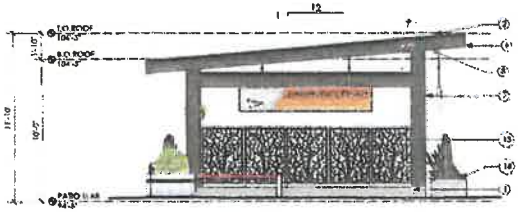
DRAWN BY: CC/JH	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PRO. BCT 0479:

SHEET NO.:

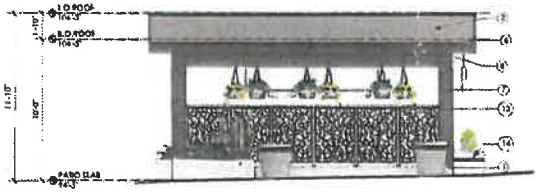
Sections

DRAWING NO.: A-8

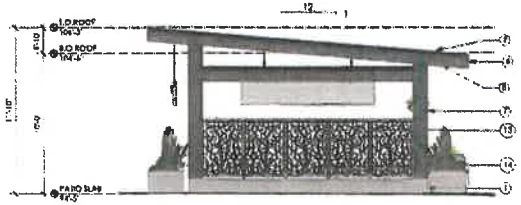
P105



3 GAZEBO- EAST ELEVATION
Scale: 1/4" = 1'-0"



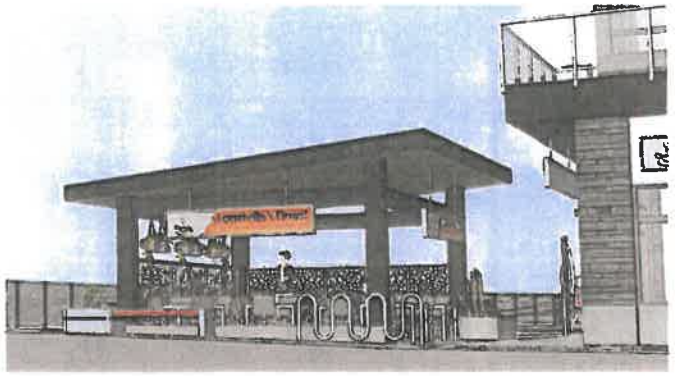
4 GAZEBO- SOUTH ELEVATION
Scale: 1/4" = 1'-0"

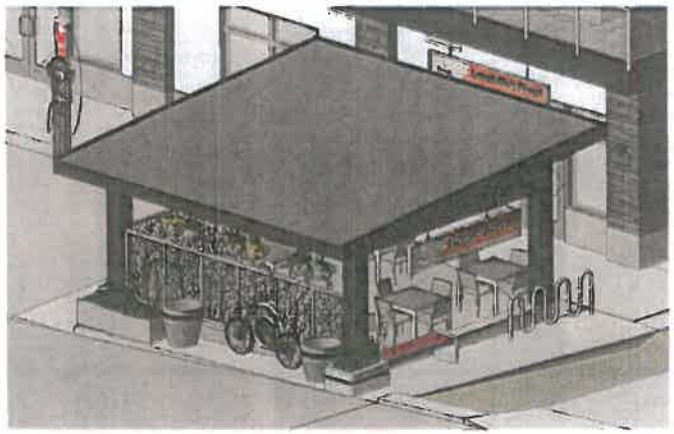


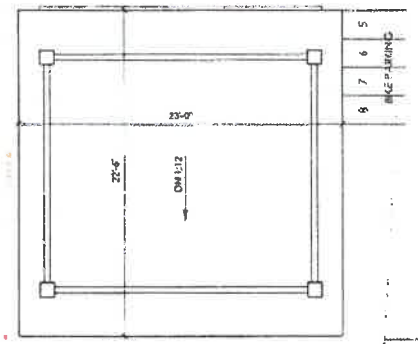
5 GAZEBO- WEST ELEVATION
Scale: 1/4" = 1'-0"

MATERIAL LEGEND

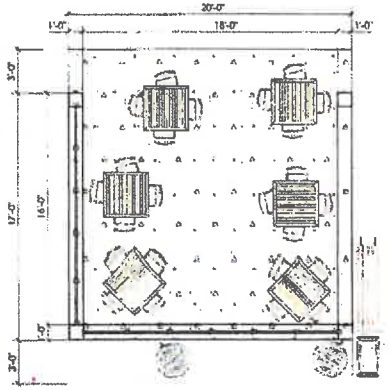
1. CONC BASE
2. SET POORING
3. HARDIE PANEL- MOUNTAIN SAGE
4. HORIZONTAL SIDING- SLOPPER DESERT OAK
5. HARDIE LAP SIDING
6. PAINTED FASCIA
7. HARDIE TRIM BOARD- IRON GRAY SMOOTH
8. METAL SOFFIT- WESTFORM METAL ALUMIN
9. BLACK ALUMINUM SOFFIT
10. STOREFRONT WINDOW
11. RESIDENTIAL WINDOWS
12. METAL RAILING AND GLAZING
13. METAL SCREENS
14. PLANTER BOX
15. SIGNAGE







2 GAZEBO- ROOF PLAN
Scale: 1/4" = 1'-0"



1 GAZEBO- FLOOR PLAN
Scale: 1/4" = 1'-0"

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NO.	DATE	DESCRIPTION
1	Oct. 19th 2023	Issue for Client Review
2	Nov 29th 2023	For Client Review
3	Dec 19th 2023	Issue for Client Review
4	Apr 26th 2024	Issue for DP

NOT FOR CONSTRUCTION

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PROJECT

COASTLINE STATION

7181 Lantzville Rd. Lantzville BC

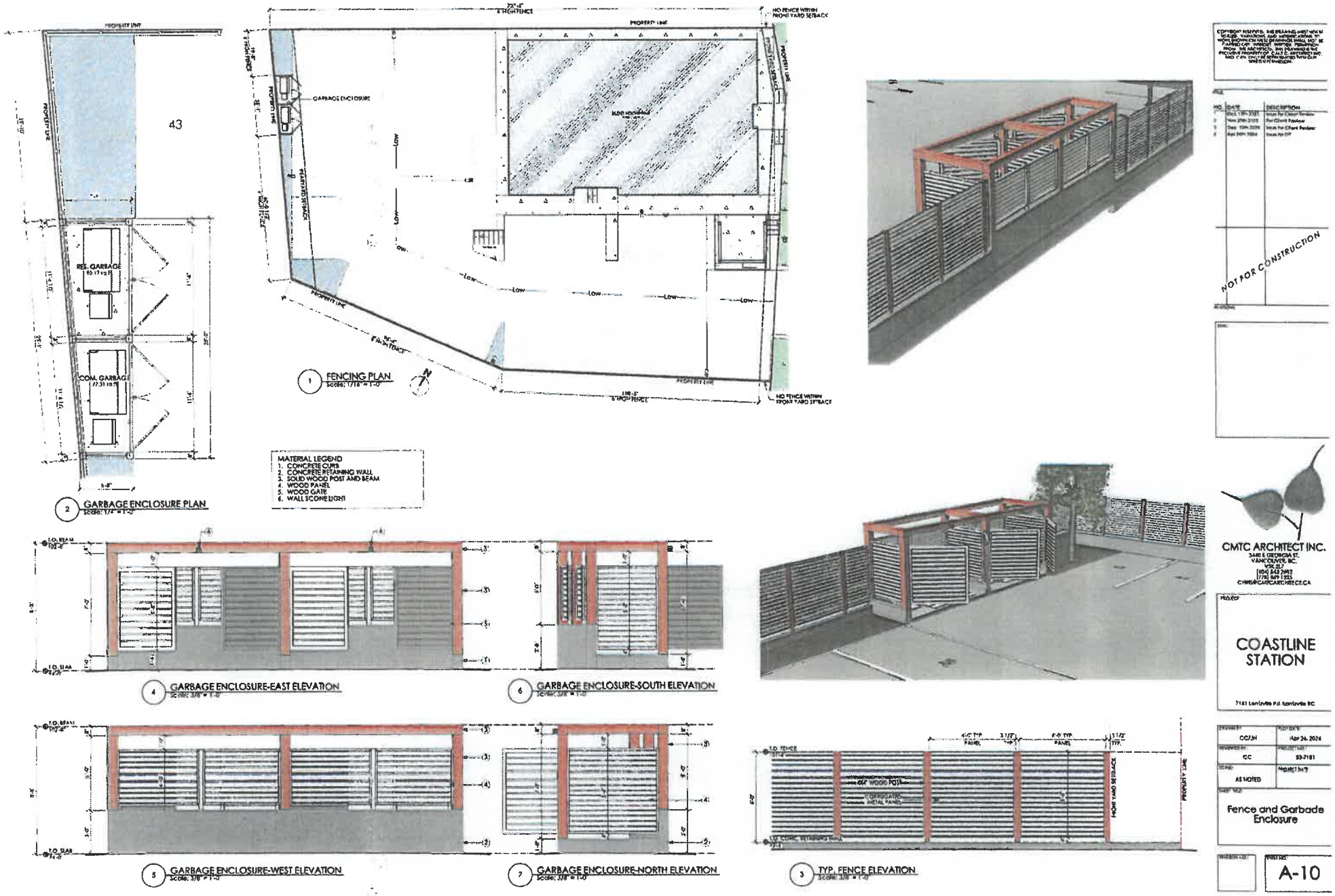
DRAWN BY: CC/JM	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PROJECT DATE:

SHEET TITLE

Out Door Seating

REVISION NO.:

SHEET NO.: A-9



1 FENCING PLAN
Scale: 1/16" = 1'-0"

2 GARBAGE ENCLOSURE PLAN
Scale: 1/4" = 1'-0"

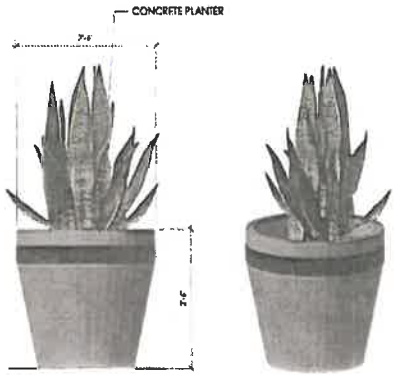
4 GARBAGE ENCLOSURE-EAST ELEVATION
Scale: 3/8" = 1'-0"

6 GARBAGE ENCLOSURE-SOUTH ELEVATION
Scale: 3/8" = 1'-0"

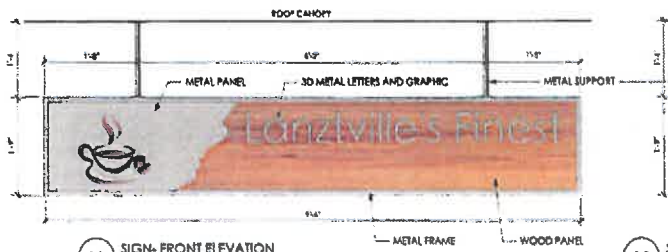
5 GARBAGE ENCLOSURE-WEST ELEVATION
Scale: 3/8" = 1'-0"

7 GARBAGE ENCLOSURE-NORTH ELEVATION
Scale: 3/8" = 1'-0"

3 TYP. FENCE ELEVATION
Scale: 3/8" = 1'-0"



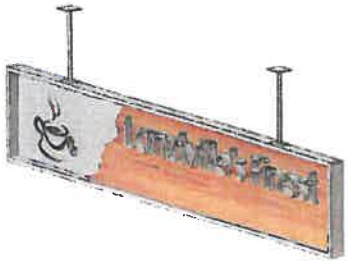
5 CONC. ROUND PLANTER BOX
Scale: 1" = 1'-0"

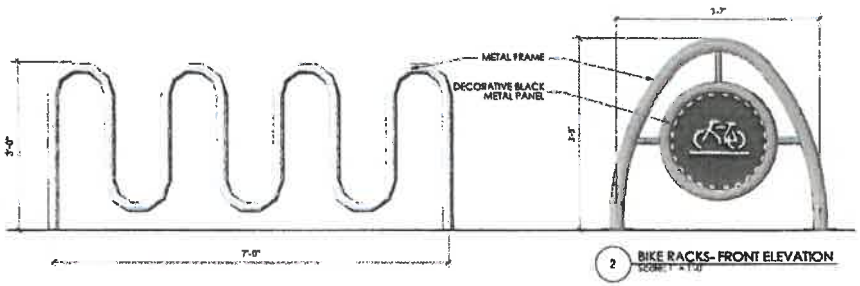


1.1 SIGN- FRONT ELEVATION
Scale: 1" = 1'-0"

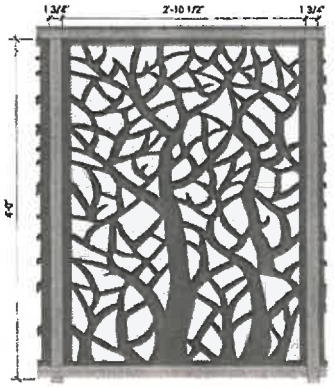


1.2 SIGN- SIDE ELEVATION
Scale: 1" = 1'-0"

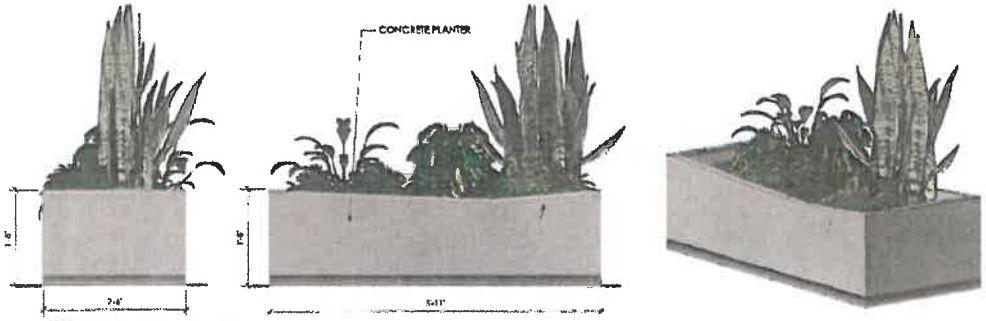




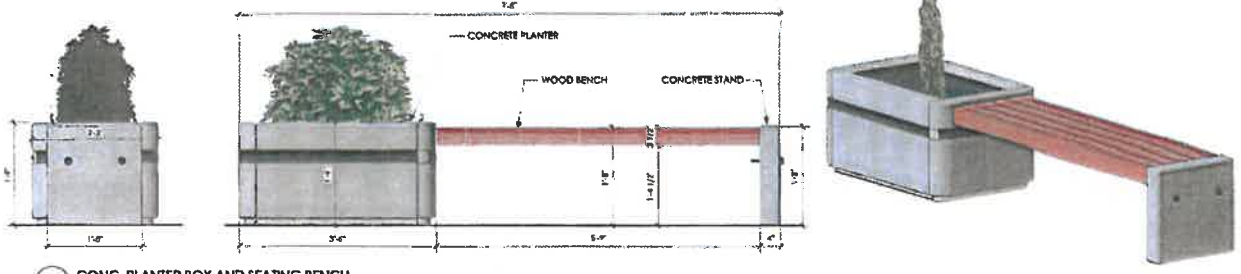
2 BIKE RACKS- FRONT ELEVATION
Scale: 1" = 1'-0"



3 METAL PANEL PRIVACY SCREENS
Scale: 1 1/2" = 1'-0"



6 CONC. RECTANGULAR PLANTER BOX
Scale: 1" = 1'-0"



7 CONC. PLANTER BOX AND SEATING BENCH
Scale: 1" = 1'-0"

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PROJECT

COASTLINE STATION

7181 Lantzville Rd. Lantzville BC

DRAWN BY: CC/JN	PLOTTED: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO: 23-7181
SCALE: AS NOTED	PROJECT DATE:

SHEET TITLE

Site Features

SHEET NO.

A-11



1 AERIAL VIEW LOOKING NORTH WEST

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NO	DATE	DESCRIPTION
1	[illegible]	Issue for Client Review
2	May 29th 2024	For Client Review
3	Dec. 19th 2023	Issue for Client Review
4	Jan 24th, 2024	Issue for DP

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PROJECT

COASTLINE STATION

7151 Lantzville Rd, Lantzville BC

DRAWN BY: CC/JM	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PROJECT DATE:

SHEET TITLE

3D Views

REVISION NO.:

SHEET NO.

A-12



1 VIEW FROM DRIVE AISLE LOOKING NORTH WEST
Scale: NTS

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ISSUE:

NO.	DATE	DESCRIPTION
1	Oct. 13th 2023	Issue for Client Review
2	Nov. 29th 2023	For Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Apr 26th 2024	Issue for DP

NOT FOR CONSTRUCTION

REVISIONS:

SEAL:

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PROJECT:

COASTLINE STATION

7181 Lantzville Rd, Lantzville BC

DRAWN BY: CC/JM	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO: 23-7181
SCALE: AS NOTED	PROJECT DATE:

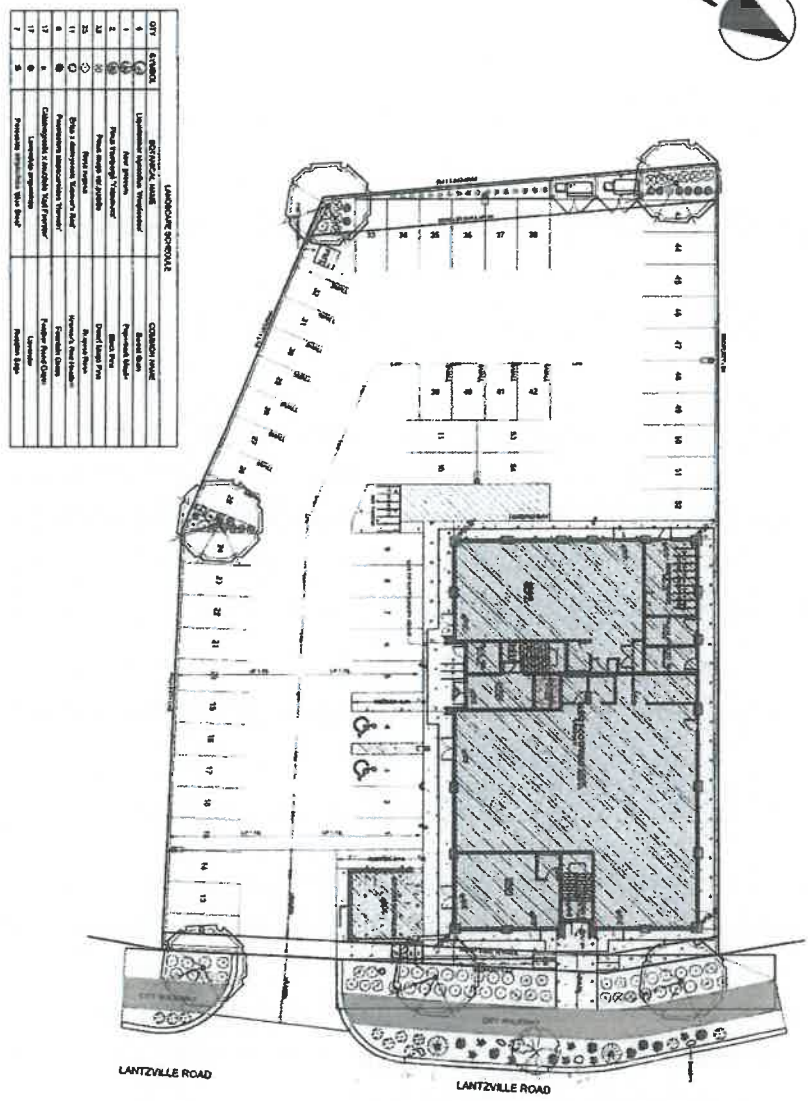
SHEET TITLE:

3D Views

REVISION NO.:

DRAWING NO.: A-13

ATTACHMENT #3



OVERALL LANDSCAPE PLAN

L100

OVERALL LANDSCAPE PLAN

COASTLINE STATION

7181 Lantzville Road, Lantzville BC

11.10 | DPA 8 – Village Form and Character

11.10.1 | Category

Pursuant to Section 488 (1) (d), (e), (f), (h), (i), and (j) of the *Local Government Act*, all land identified below and as shown on Map 3 and 11 is designated a Development Permit Area, including:

- All land within the Village, including the Village Primary Commercial Core, Village South and Village West areas, as shown on Map 4.
- All intensive residential, multi-unit housing, commercial, or mixed-use lands within the District.
- All lands within the Special Plan Areas shown on Map 4, until such time as a Special Plan is adopted as a supplement to the OCP, in which case the DPA VIII Design Guidelines may be adjusted in accordance with the applicable Special Plan, which may identify areas where DPA VIII would continue to apply, and other areas where DPA VIII does not apply (e.g., single-unit land uses with separate building schemes).
- DPA VIII design guidelines do not apply to the Lantzville Industrial Park, which is administered under DPA IX – Lantzville Industrial Land Form and Character.

11.10.2 | Justification

Goal 3 in this Plan is to strengthen the Village Primary Commercial Core and Goal 4 is to Provide Housing Choices. It is the objective of the designation DPA V to provide guidelines for the form and character of mixed-use, commercial, multi-unit housing, and intensive residential development, as well as any revitalization of the Village Primary Commercial Core which may include seniors residences. The District wishes to ensure that the Village develops as the central focal point in the community; that adequate pedestrian / bicycle paths are built and integrated into the surrounding neighbourhoods; and that the visual appearance of the area is kept at a "village" scale, including compatible architecture and landscaping. This DPA would also apply to any uses of these types that may occur in other Special Plan Areas, excepting guidelines that be specific to locations in the Village.

Goal 1 of this Plan is to protect the natural environment. Greenhouse gas (GHG) reduction targets are also included in this Plan. Additional objectives of this DPA are therefore to promote

energy conservation, water conservation, and the reduction of GHG emissions. Appropriate site planning, form, exterior design, and features can have a significant effect on water and energy use and GHG emissions.



Figure 61: Guidelines promote high quality infill development on vacant or underutilized areas.

11.10.3 | Guidelines Applicable to All Development

1. A development permit will be required for any subdivision, land clearing, grading, or development, redevelopment, or construction of any building or structure within the Village Form and Character DPA.
2. A development permit will not be required for interior alterations to buildings or for removal of one tree per parcel in any calendar year period.
3. The development permit application must include architectural, landscape architectural, and site plans showing, at a minimum, the following:

    - the location, design, architectural elevations, and visual character of all buildings and structures, including signage;
    - the location of roads, vehicular access, and parking areas;
    - the location of pedestrian and bicycle linkages to adjacent neighbourhoods;
    - the location of off-street parking and any related landscaping and screening;
    - the location of outside refuse containers and any related landscape buffer or fencing and plantings;
    - a landscape site plan showing all pedestrian plazas, walks, amenity areas, site furniture, ornamental lighting, public art, walls, steps or changes in grade, street trees, and plantings to create a welcoming landscape and pedestrian environment; and
    - The location, size, and species of retained vegetation, and the location, size, and quantity of proposed vegetation and tree cover.

Neighbourliness

4. The scale, form, and character of new development will enhance and be compatible with the existing character of surrounding properties.
5. Development will respect the tranquility, privacy, and access to sunlight of nearby properties.
6. Ocean views at the intersection of Dickinson and Lantzville Roads, and Tweedhope and Lantzville Roads, will be protected, through sensitive and proper massing, setbacks, and heights of buildings at street ends.

7. All development will incorporate Crime Prevention Through Environment Design (CPTED) principles to ensure that public safety and crime prevention are considered in the physical layout and architectural design. In particular:

   - Adequate pedestrian-level lighting should be provided for sidewalks, pathways, and parking areas to promote safe evening access;
   - Buildings should be designed and sited to facilitate a high degree of visual surveillance of adjacent streets and outdoor common areas from unit windows;
   - Exterior unit entrances/exits should be designed and sited to allow a high degree of visual surveillance from unit windows, adjacent streets, and internal roads; and
   - The location of habitable rooms with windows that face streets, sidewalks, and associated open space should be sited promote informal surveillance through a high degree of visual oversight.

Relationship to the Street, Public Realm and Pedestrian Orientation

8. All site plan layouts will accommodate pedestrians and provide accessible routes for wheelchairs:

   - Primary pedestrian routes must be smooth, level, and clear of encumbrances to ensure direct passage for those with visual impairments, pushing strollers, or who require mobility aids.
   - Ramps shall be provided for wheelchair and scooter access to buildings.

9. All development will integrate pedestrian / bicycling paths into the site plans, providing linkages with adjacent neighbourhoods.

Landscaping and Screening

10. Design should account for solar exposure to public and private spaces.
11. Development projects should retain as much of the natural vegetation on site as possible. Where it is necessary to remove significant plant material in order to develop a property, replacement plantings should be provided of a sufficient number, size, type, and maturity to offset its removal.

12. Impervious surfaces should be minimized. Paved surfaces should be limited to pedestrian gathering places and the minimum requirements for parking and loading spaces and maneuvering aisles. Where paving is necessary, the use of porous paving materials (e.g., permeable pavers or wheel strips) and/or light-coloured reflective paving materials is encouraged.

13. Outdoor mechanical and electrical equipment, including heat pumps, will be screened from the view of onsite building windows, balconies, decks, adjacent streets, adjacent properties, and other prominent public viewpoints.

14. Surface parking will be screened with landscape or hardscape materials. Wherever practical, surface parking areas should be softened with the planting of trees throughout the areas to visually break-up the parking area and reduce localized heat build-up.

15. Outside refuse containers will be located to the rear of buildings where feasible and should be suitably landscaped with a solid landscape buffer including a combination of fencing and plantings.

16. Drought-resistant, edible, and native planting species are encouraged. Invasive species will not be planted.

17. Green roofs and rooftop gardens are encouraged to reduce runoff and energy consumption.

18. Sufficient topsoil should be retained or added to promote well-rooted landscaping that requires less irrigation and stays green longer during drought conditions.

19. Rainwater harvesting for indoor non-potable use and/or outdoor irrigation use, is encouraged.

20. Vegetated channels such as bioswales are encouraged to capture, store, and slowly release rainwater in place of concrete storm channels and drains.

Parking, Loading and Access

21. New public roads, private driveways, and their access to existing public roads will be sited to avoid environmentally sensitive areas.

22. Underground parking is encouraged.

23. On site surface water retention and absorption is required for outside parking through the use of porous materials, water retention and infiltration areas, or other means that meet District development standards.

24. Structured (in-building) parking is permitted but it must incorporate well-designed architectural elements or storefronts on facades that face the street or other buildings.

25. Provision for public transit service, including bus stops and pull-outs, will be included with development plans where appropriate.

Lighting

26. All exterior building, exterior corridor, and site lighting fixtures (including those in parking areas, but excluding dwelling unit balcony and patio lighting) should:

    - produce illumination levels in accordance with current engineering practices and standards;
    - minimize illumination of adjacent properties;
    - consist of full cut off / flat lens pole lighting or fully shielded wall lighting; and
    - be arranged so rays of light are directed upon the parking, walking, loading, or corridor areas and not upon adjacent land or streets.

27. Solar powered lighting is encouraged.

Green Buildings

28. Achieving energy use and greenhouse gas emission benchmarks through the use of architecture, design, and construction materials based on Leadership in Energy and Environmental Design (LEED), Built Green™, Passive House principles and standards, or other recognized systems, is encouraged.

29. Buildings and exterior elements such as windows should be sited, designed, and landscaped to take advantage of passive solar exposure in wintertime and reduce sun penetration in summer.

30. Incorporation of solar panels as a supplementary or alternative energy and geothermal heating are encouraged.

31. The use of on-site renewable energy generation systems to supply electricity, heating, and cooling energy to buildings and other structures, water pumps, sewage pumps, and/or charging stations for electric vehicles is strongly encouraged.

32. Limited areas of three- to four-storey apartments or seniors housing shall be located within walking distance (300 metres) of established commercial services in the Village Primary Commercial Core. Under-building parking shall be required for three- to four-storey buildings, and strongly encouraged for two-storey buildings. All other multi-unit housing should be a mix of one- and two-storey heights.

33. Orient buildings and pedestrian entries to face winding, narrow streets.

34. At the site periphery, provide native wooded buffers, or manicured streetscape, trees, and articulated perimeter screening rather than blank fences or hedges.

35. Multi-unit housing developments will be designed in such a way as to ensure ample open space and pedestrian pathway systems that connect to create continuity in a trail system. Shared amenities such as courtyards and community gardens are strongly encouraged.

36. Bends or angles in building plan form are encouraged to break up long facades and to form courtyards or plaza spaces between buildings.

37. Building and site architecture should be highly articulated and detailed in rooflines, facades, ground floor, and site elements. Coordinate materials, forms, and design character between buildings and site elements like screens, fences, signage, and lighting to be complementary with adjacent uses.

38. Multi-unit housing developments will be designed in such a way as to facilitate recycling collection and composting, and shall include bicycle storage facilities.

39. District energy or heating systems are encouraged where viable.



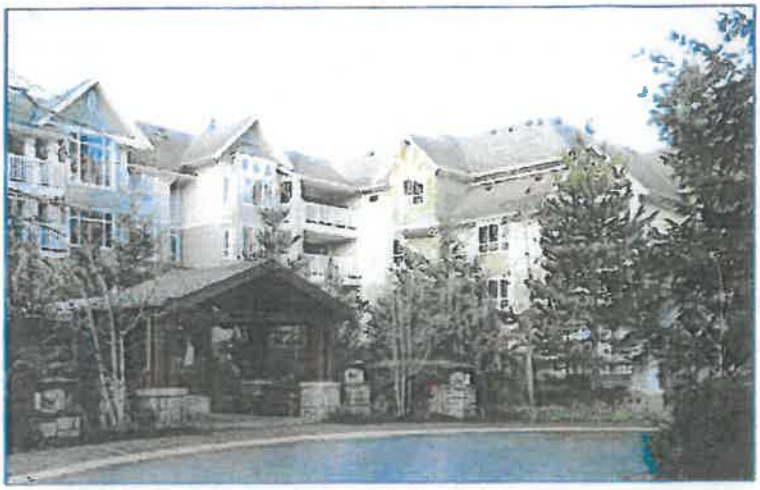
Provide wooded backdrop and winding narrow streets



Provide well-designed and detailed streetscape where wooded buffers are not present



Avoid unarticulated streetscape that turns its back on the street.



Building articulation includes sloped and complex roof lines; steps in building height (e.g., three-storeys to four-storeys); turns in building plan to form courtyards or plazas; articulated facades (many ins and outs) including gables, bay, or box windows, recesses, and balconies; and ground floor articulation coordinated with building design including porches, screens, gates, entrance features, signage, and lighting.



Where buildings include garages, ensure it is the residence and landscape that dominates the streetscape, rather than the garage door.

Avoid large double garage doors, using one (or two separated) single doors.

Orient the garage door perpendicular to the street where possible.



Avoid boxy, unarticulated buildings without varied roof or facades



Avoid wide garage doors and driveways that dominate



Avoid long straight streets, excess pavement, regimented buildings

Form and Character

40. Guidelines for Residential Development (above) also apply to residential components of this section.
41. A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site.
42. The use of local building materials such as wood is encouraged.
43. Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features.
44. A relaxed feel is supported, rather than architectural styles that look too expensive / exclusive or resort-like.
45. Subtle design elements – such as porthole windows, widow watches, or the use of local coastal materials – could enhance the connection between the village and the seashore.
46. New development should support the "village scale" of the Village Primary Commercial Core.
47. On sites at street corners, the roof and facade design should emphasize the corner, with visible portions of the building side treated to a similar level of detail to the building frontage, avoiding large visible blank walls.
48. Special architectural features that establish character or variety may, with Council approval, exceed the zoning height limit. Any height variance should take into consideration the height of other buildings on the street and protection of views.
49. Second and third/fourth storeys of buildings should be stepped back, terraced, or tapered from the first floor to maintain pedestrian scale, prevent shadowing on the street, enhance solar gain, and preserve significant ocean views.

Building Materials and Colour

50. The use of natural materials or materials that replicate the aesthetic of natural materials such as cedar shingles, wood, logs, and stone is encouraged.
51. Historic colours such taupes, browns, greys, whites, and pastels are supported, with complimentary colours as accents.

52. Exterior trim and architectural features should be robust and weather resistant.

53. Pedestrian weather protection should be provided by overhangs or canopies

Building Form and Height

54. There is broad support for keeping the Village Primary Commercial Core at a "village scale". This is interpreted by many community members as a maximum height of three stories and walkable in length.

55. Building heights should step down towards the ocean (potentially higher on the south side of the street, lower on the north), capitalizing on the seaside location.

56. Having buildings step back at each storey would also help avoid shading the street.

57. Residential use above commercial units is encouraged.

Relationship Between Buildings and the Street

58. Storefronts should be undulating. While buildings may locate near the front of lots (not farther back than 8 metres, to be determined at the time of development permit), forming a street edge and creating a main street feel, a strong street wall is not preferred. Instead, pedestrian and gathering areas in front of buildings should create variation and a high quality public realm. Setbacks for plazas, walk-throughs, and pedestrian elements are encouraged.

59. Facades should provide visual interest and buildings should interact with the street – for example, through doors and frontages on the street, large transparent windows with window displays, and avoiding large blank walls facing the street.

60. Patio life should be encouraged, with activity spilling out from storefronts (but not obstructing walkways).

61. Overhangs or awnings could provide color, interest, and shelter from the rain.

62. Narrower building frontages, with shorter distances between doors, could create a more walkable rhythm.



The photo above (from Falmouth, MA) was highly ranked by community members, for the scale and appropriate massing of the buildings, the strong interaction between the buildings and the street (due to large clear windows and wares and activities spilling into the pedestrian realm), and the ambiance and 'quaint' character.





Store differentiation, complex roof (left), Patio life (right).

Building Character

63. A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site.

64. The use of local building materials such as wood is encouraged.

65. Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features.

66. A relaxed feel is supported, rather than architectural styles that look too expensive or resort-like.

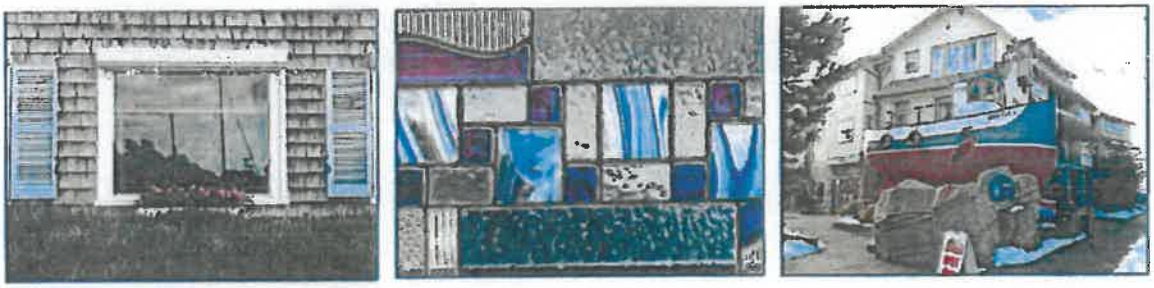
Connection to the Ocean

67. Views of the ocean should be preserved.

68. Subtle design elements – such as porthole windows, widow watches, or the use of local coastal materials – could enhance the connection between the village and the seashore.



Local materials, accent colours (left), articulated roofline using flat terraces / cornice detail (right).



Examples of seaside elements in buildings.

Relationship to the Street, Public Realm and Pedestrian Orientation

69. Buildings fronting along Lantzville Road should be oriented to Lantzville Road.

70. Facades should include elements of interest and buildings should interact well with the street – for example, through the provision of doors and frontages on the street, large transparent windows with window displays, and avoiding large blank walls facing the street.

71. Building facades should be designed in ways that express individual storefront identity. Pedestrian scale of the street frontage should be retained by articulating building facades to represent small storefront lengths of 5 to 8 metres, rather than long continuous street walls.

72. Where larger interior spaces are warranted (e.g., grocery or hardware store), smaller retail, service outlets, or café spaces are encouraged on the street or exposed frontages to complement to store entrance, and to avoid large blank walls facing the street frontage(s).

73. Buildings should have a strong relationship to the street. If buildings are set back from the street, it should be for the purpose of enhancing the pedestrian street level appeal. This may include recessed entrances, planters, shrubs, street furniture, outdoor seating and dining areas, public art, plazas, and walkways.

74. Storefronts should be undulating. While buildings may locate near the front of lots, forming more of a street edge and creating more of a main street feel, a strong street wall is not preferred. Instead, pedestrian building frontages should provide variation and a high quality public realm.



Create a "people place". The above picture shows what a private business can do to enhance the public realm, given support from the municipality. Although the buildings may be larger in scale than what is envisioned for Lantzville, visual preferences suggested the streetscape looks texturally pleasing, attractive, and creates a "people place".

75. Short walkable distances between storefronts and generous provision of windows are encouraged.

76. In mixed-use buildings, locating residential uses above commercial uses is encouraged.

77. Awnings and canopies for visual interest and shelter are encouraged. The design of canopies should vary from frontage to frontage. Long canopies of the same design can harm the desired diversity and scale and should be avoided. Freestanding canopies at cafés or outdoor dining areas are encouraged.

78. Natural light penetration under overhangs, eaves, or awnings should enhance private and public outdoor experience.

79. All commercial development will provide a minimum of one rest bench. Rest benches that fit the character of the village are encouraged.

80. Parcel coverage may be varied to provide public amenities like gathering places.

81. Sunny sitting-out areas are encouraged throughout the Village Primary Commercial Core, especially sidewalk cafes and quiet "sitting and watching" areas, with a variety of hard

and soft ground surfaces and public seating. Private sitting areas may be adjacent to, but should not be on, public sidewalks, unless a minimum of two additional metres of sidewalk is available for safe pedestrian passage.

82. Ornamental, decorative, and sculptural elements are encouraged in building design or freestanding on the site.

83. Greenery in the form of window boxes, planters, and hanging baskets maintained by businesses should be encouraged. Some businesses already add these features.

84. Planter boxes in the public right of way could support beautification and delineate pedestrian areas in the shorter term. Edible landscaping could be incorporated where feasible.

85. Periodic landscaped areas could also provide breaks, screening on-street parking and increasing attractiveness of the Village to residents, commercial users, and tourists.



Landscaping could incorporate elements of the seashore.

Signage

86. Signage will generally be unobtrusive and designed in such a manner as to be complementary to the "village" form and character.

87. Signage should be clear and at as small a scale as possible to be legible from adjacent street areas. The District may consider a consolidated sign directory for "Lantzville Village" that is at the entrance(s) to the Village Primary Commercial Core.

88. The use of carved wood for signs is encouraged.

89. Backlit signs are not permitted.

90. Where more than one business fronts a street under a single awning, there should be no more than one awning sign per business.

91. Facia signs may be located on the exterior front wall, side wall(s), and rear wall of a building, limited to one sign on each facia.

92. Hanging, under-canopy signs are encouraged perpendicular to a building, but only one per business should be permitted and any such sign should be not less then 2.5 m above the sidewalk.

93. Freestanding signs using carved wood and incorporating ornamental, decorative, or sculptural elements are permitted.

94. Sandwich board signs must not obstruct pedestrian circulation.



Share signage that has a coastal village feel.

Parking, Loading and Access

95. Where possible, vehicular access to all off-street parking spaces will be from a lane or side street.

96. Where access via a lane or side street is not possible, vehicle access and egress will be limited to one driveway per property, scaled and designed to be attractive for pedestrian access from parking to main street and businesses.

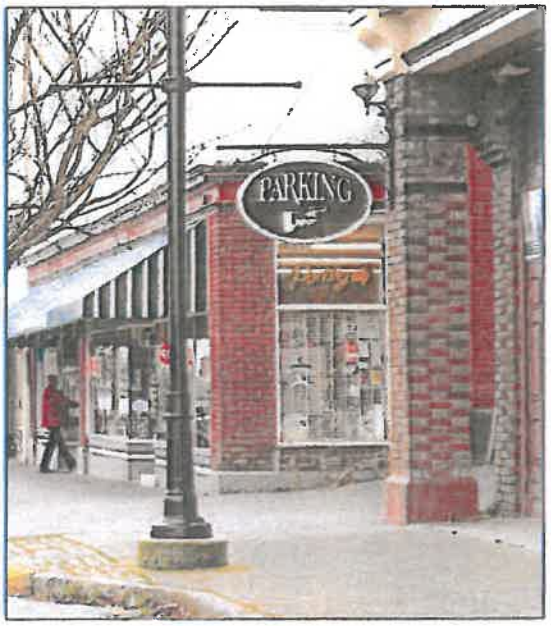
97. New curb cuts will be avoided or minimized on Lantzville Road. Sharing an access with a neighbouring development is encouraged.

98. Loading and service areas will be located and designed to minimize visibility from public rights of way and public spaces. The use of walls and landscaping to screen views of these areas is encouraged.

99. Off-street parking or loading within the setback between the road right of way and the front of the building is not permitted; off-street parking will be located to the side or rear of the building.

100. A reduction in parking spaces based on a mix of complimentary uses, different peak time usage, or other shared parking factors may be considered. A parking study may be required.

101. All commercial development will provide a minimum of one bike rack. Bike shelters and bike storage facilities are encouraged.



The sign directs drivers to off-street parking at the rear of buildings in Ladysmith.

Lantzville

DP24-02

Permit: 3060-20-DP24-02
Registered Owner: Randy McNaught & Kyle McNaught
Applicant: Randy McNaught & Kyle McNaught
Subject Property: 7181 Lantzville Road
Legal Description: LOT 1, DISTRICT LOT 27, WELLINGTON DISTRICT, PLAN 14301
PID: 000-149-926
Folio: 350-007926.000
DPA: DPA 8 – Village Form and Character
Proposal: Construction of three storey mixed-use building

CONDITIONS OF PERMIT:

1. This permit applies to the Land described above and any buildings, structures or other development on the Land.

2. This permit is issued subject to compliance with all relevant Municipal bylaws, except as otherwise varied or supplemented by this permit.

3. This permit does not exempt the owner from obtaining all other federal, provincial and Municipal approvals required to develop the Land. This permit does not constitute subdivision approval or a building permit.

4. The Land must be developed strictly in accordance with the Site and Development Plan attached in **Schedule A**.

5. Authorized development is limited to construction of the mixed-use building and additional construction such as secondary structures, yard maintenance, landscaping, parking, and driveways.

Neighbourliness

6. All development will incorporate Crime Prevention Through Environment Design (CPTED) principles to ensure that public safety and crime prevention are considered in the physical layout and architectural design. In particular:
   a. Adequate pedestrian-level lighting should be provided for sidewalks, pathways, and parking areas to promote safe evening access;
   b. Buildings should be designed and sited to facilitate a high degree of visual surveillance of adjacent streets and outdoor common areas from unit windows;
   c. Exterior unit entrances/exits should be designed and sited to allow a high degree of visual surveillance from unit windows, adjacent streets, and internal roads; and
   d. The location of habitable rooms with windows that face streets, sidewalks, and associated open space should be sited promote informal surveillance through a high degree of visual oversight.

Relationship to the Street, Public Realm and Pedestrian Orientation

7. All site plan layouts will accommodate pedestrians and provide accessible routes for wheelchairs:
    a. Primary pedestrian routes must be smooth, level, and clear of encumbrances to ensure direct passage for those with visual impairments, pushing strollers, or who require mobility aids.
    b. Ramps shall be provided for wheelchair and scooter access to buildings.

8. All development will integrate pedestrian / bicycling paths into the site plans, providing linkages with adjacent neighbourhoods.

Landscaping and Screening

9. Design should account for solar exposure to public and private spaces.

10. Development projects should retain as much of the natural vegetation on site as possible. Where it is necessary to remove significant plant material in order to develop a property, replacement plantings should be provided of a sufficient number, size, type, and maturity to offset its removal.

11. Impervious surfaces should be minimized. Paved surfaces should be limited to pedestrian gathering places and the minimum requirements for parking and loading spaces and maneuvering aisles. Where paving is necessary, the use of porous paving materials (e.g., permeable pavers or wheel strips) and/or light-coloured reflective paving materials is encouraged.

12. Outdoor mechanical and electrical equipment, including heat pumps, must be screened from the view of onsite building windows, balconies, decks, adjacent streets, adjacent properties, and other prominent public viewpoints.

13. Surface parking will be screened with landscape or hardscape materials. Wherever practical, surface parking areas should be softened with the planting of trees throughout the areas to visually break-up the parking area and reduce localized heat build-up.

14. Outside refuse containers will be located to the rear of buildings where feasible and should be suitably landscaped with a solid landscape buffer including a combination of fencing and plantings.

15. Drought-resistant, edible, and native planting species are encouraged. Invasive species must not be planted.

16. Sufficient topsoil should be retained or added to promote well-rooted landscaping that requires less irrigation and stays green longer during drought conditions.

Parking, Loading and Access

17. New public roads, private driveways, and their access to existing public roads must be sited to avoid environmentally sensitive areas.

18. On site surface water retention and absorption is required for outside parking through the use of porous materials, water retention and infiltration areas, or other means that meet District development standards.

Lighting

19. All exterior building, exterior corridor, and site lighting fixtures (including those in parking areas, but excluding dwelling unit balcony and patio lighting) should:
    a. produce illumination levels in accordance with current engineering practices and standards;
    b. minimize illumination of adjacent properties;
    c. consist of full cut off / flat lens pole lighting or fully shielded wall lighting; and
    d. be arranged so rays of light are directed upon the parking, walking, loading, or corridor areas and not upon adjacent land or streets.

Green Buildings

20. Buildings and exterior elements such as windows should be sited, designed, and landscaped to take advantage of passive solar exposure in wintertime and reduce sun penetration in summer.

Form and Character – Residential Development

21. Multi-unit housing developments will be designed in such a way as to ensure ample open space and pedestrian pathway systems that connect to create continuity in a trail system. Shared amenities such as courtyards and community gardens are strongly encouraged.

22. Building and site architecture should be highly articulated and detailed in rooflines, facades, ground floor, and site elements. Coordinate materials, forms, and design character between buildings and site elements like screens, fences, signage, and lighting to be complementary with adjacent uses.

23. Multi-unit housing developments will be designed in such a way as to facilitate recycling collection and composting, and shall include bicycle storage facilities.

Form and Character – Mixed-Use Development

24. A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site. Design must comply with **Schedule A**.

25. Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features. Design must comply with **Schedule A**.

26. A relaxed feel is supported, rather than architectural styles that look too expensive / exclusive or resort-like. Design must comply with **Schedule A**.

27. New development should support the "village scale" of the Village Primary Commercial Core. Design must comply with **Schedule A**.

28. Second and third/fourth storeys of buildings should be stepped back, terraced, or tapered from the first floor to maintain pedestrian scale, prevent shadowing on the street, enhance solar gain, and preserve significant ocean views. Design must comply with **Schedule A**.

Building Materials and Colour

29. Historic colours such taupes, browns, greys, whites, and pastels are supported, with complimentary colours as accents.

30. Exterior trim and architectural features should be robust and weather resistant.

31. Pedestrian weather protection should be provided by overhangs or canopies.

Building Height and Form

32. Construction must be a maximum height of three stories and walkable in length. Design must comply with **Schedule A**.

33. Building heights should step down towards the ocean (potentially higher on the south side of the street, lower on the north), capitalizing on the seaside location. Design must comply with **Schedule A**.

Relationship Between Buildings and the Street

34. Storefronts should be undulating. While buildings may locate near the front of lots (not farther back than 8 metres, to be determined at the time of development permit), forming a street edge and creating a main street feel, a strong street wall is not preferred. Instead, pedestrian and gathering areas in front of buildings should create variation and a high quality public realm. Setbacks for plazas, walk-throughs, and pedestrian elements are encouraged.

35. Facades should provide visual interest and buildings should interact with the street – for example, through doors and frontages on the street, large transparent windows with window displays, and avoiding large blank walls facing the street.

Relationship to the Street, Public Realm and Pedestrian Orientation

36. Buildings must be oriented to Lantzville Road.

37. Facades should include doors and frontages on the street, large transparent windows with window displays, etc. Large blank walls facing the street are not permitted.

38. Building facades should be designed in ways that express individual storefront identity. Pedestrian scale of the street frontage should be retained by articulating building facades to represent small storefront lengths of 5 to 8 metres.

39. Buildings should have a strong relationship to the street. If buildings are set back from the street, it should be for the purpose of enhancing the pedestrian street level appeal. This may include recessed entrances, planters, shrubs, street furniture, outdoor seating and dining areas, public art, plazas, and walkways.

40. Storefronts should be undulating. While buildings may be located near the front of lots, forming more of a street edge and creating more of a main street feel, a strong street wall is not preferred. Instead, pedestrian building frontages should provide variation and a high quality public realm.

41. Awnings and canopies for visual interest and shelter are encouraged. The design of canopies should vary from frontage to frontage. Freestanding canopies at cafés or outdoor dining areas are encouraged.

42. Natural light penetration under overhangs, eaves, or awnings should enhance private and public outdoor experience.

43. All commercial development must provide a minimum of one rest bench. Rest benches that fit the character of the village are encouraged.

44. Periodic landscaped areas are required to provide breaks and screen on-street parking.

Signage

45. Signage will generally be unobtrusive and designed in such a manner as to be complementary to the "village" form and character.

46. Signage should be clear and at as small a scale as possible to be legible from adjacent street areas.

47. Backlit signs are not permitted.

48. Where more than one business fronts a street under a single awning, there should be no more than one awning sign per business.

49. Facia signs may be located on the exterior front wall, side wall(s), and rear wall of a building, limited to one sign on each facia.

50. Hanging, under-canopy signs are encouraged perpendicular to a building, but only one per business should be permitted and any such sign should be not less then 2.5 m above the sidewalk.

51. Sandwich board signs must not obstruct pedestrian circulation.

Parking, Loading and Access

52. Where access via a lane or side street is not possible, vehicle access and egress will be limited to one driveway per property, scaled and designed to be attractive for pedestrian access from parking to main street and businesses.

53. New curb cuts will be avoided or minimized on Lantzville Road. Sharing an access with a neighbouring development is encouraged.

54. Loading and service areas will be located and designed to minimize visibility from public rights of way and public spaces. The use of walls and landscaping to screen views of these areas is encouraged.

55. Off-street parking or loading within the setback between the road right of way and the front of the building is not permitted; off-street parking will be located to the side or rear of the building.

56. All commercial development will provide a minimum of one bike rack. Bike shelters and bike storage facilities are encouraged.

57. This permit was issued by Council on **[*insert date*]** and expires on **[*insert date*]**.

Schedules

Schedule A – Coastline Station Drawing Package



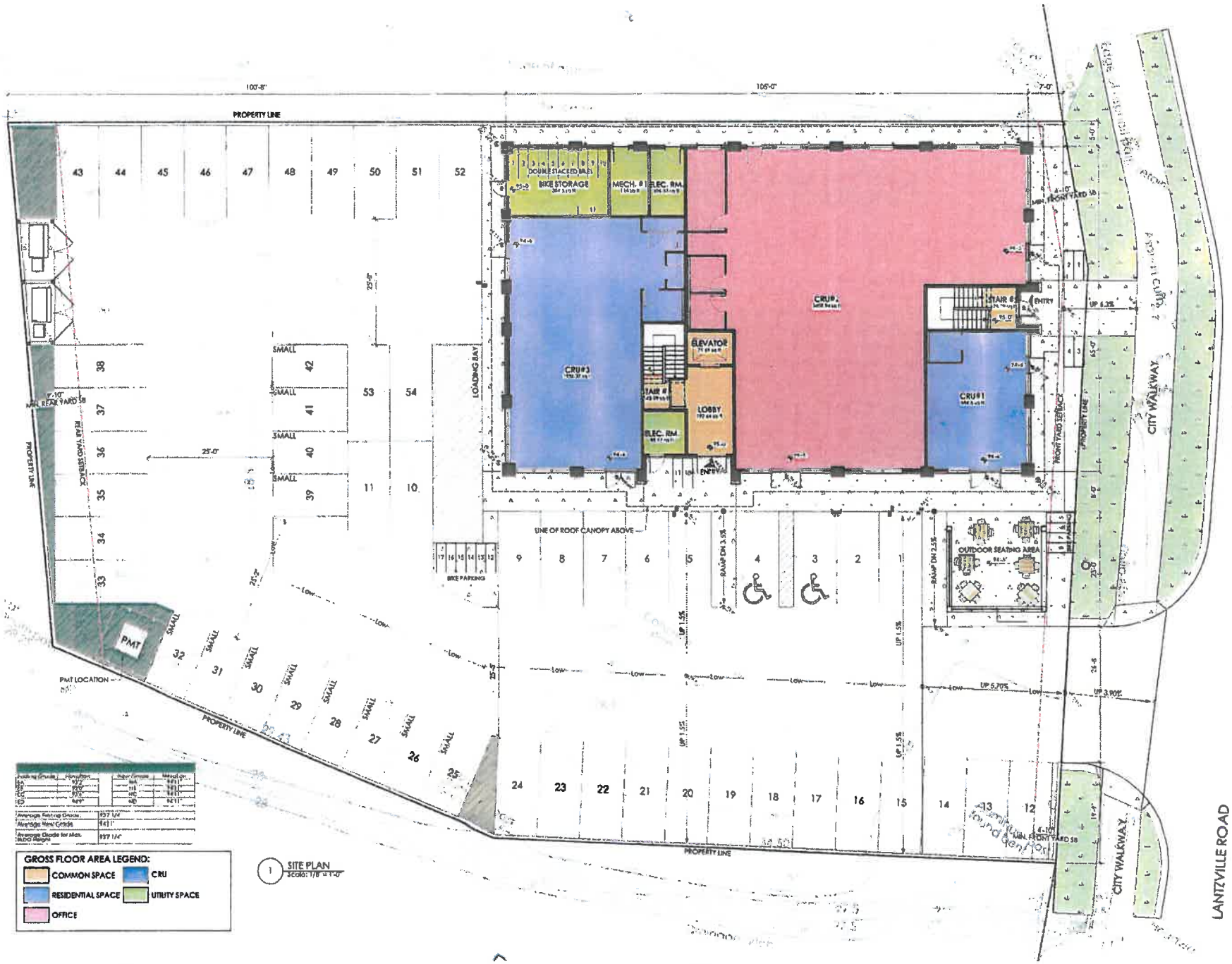
Schedule A

COASTLINE STATION

7181 Lantzville Rd, Lantzville BC
Lot 1, District Lot 27, Wellinton District, Plan 14301
Apr 26, 2024

McNAUGHT CONTRACTING

CMTC ARCHITECT INC.
Thoughtful Creations For Longevity



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NO.	DATE	DESCRIPTION
1	Dec 19th 2023	Issued for Client Review
2	Mar 29th 2023	For Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Feb 8th 2024	For Client Review
5	May 24th 2024	For Coordination
6	Apr 26th 2024	Issue for DP

NOT FOR CONSTRUCTION

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CHRIS@CMTCARCHITECT.CA

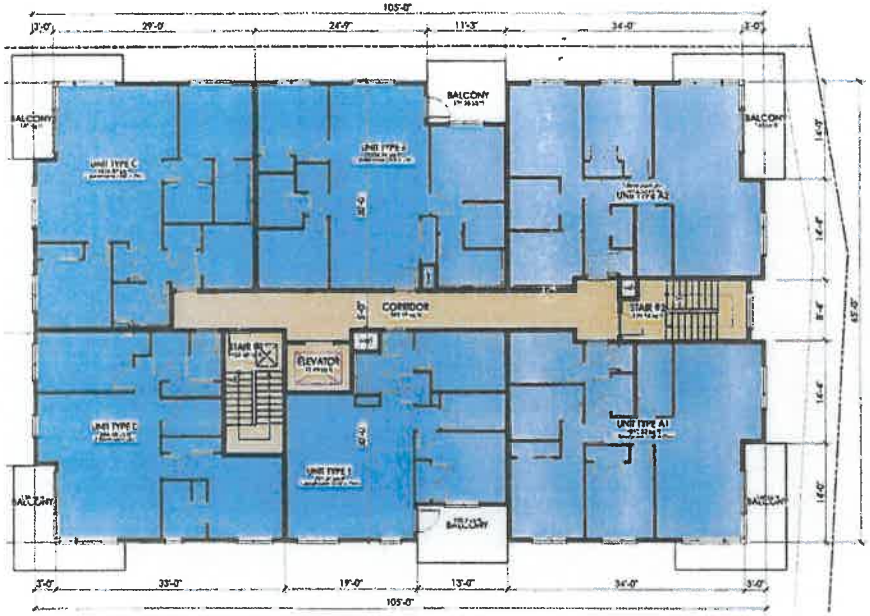
PROJECT
COASTLINE STATION
7181 Lantzville Rd, Lantzville BC

DRAWN BY: CC/JH	PLOT DATE: Apr 26, 2024
CHECKED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PROJECT DATE:

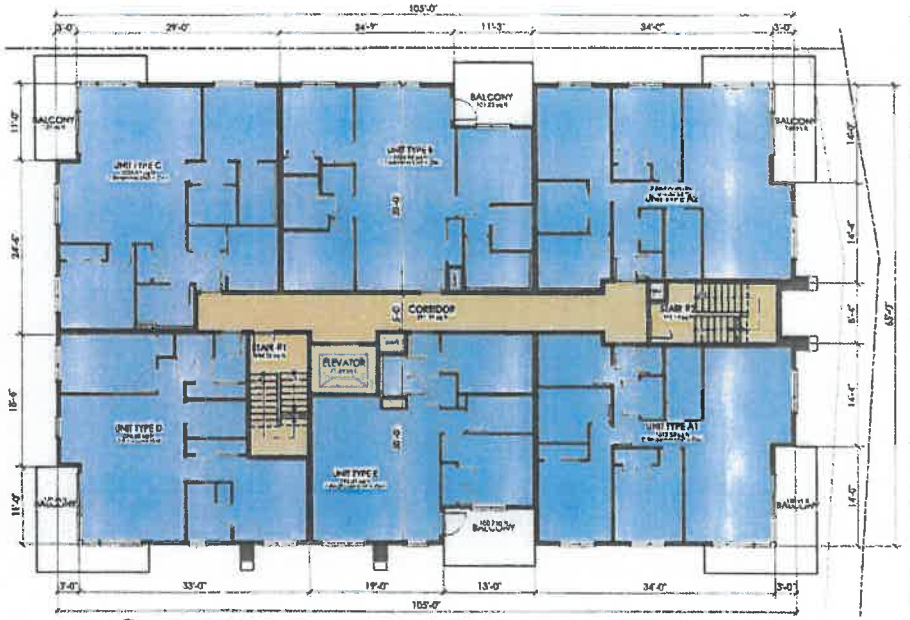
SHEET TITLE: Site Plan

REVISION NO.:

SHEET NO.: A-1



3 3RD FLOOR PLAN
Scale: 1/8" = 1'-0"



2 2ND FLOOR PLAN
Scale: 1/8" = 1'-0"

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2	Nov 29th 2023	For Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Feb 9th 2024	For Client Review
5	Mar 26th 2024	For Coordination
6	Apr 26th 2024	Issue for DP

NOT FOR CONSTRUCTION

REVISION

SEAL

FSR Calculation

Lot Size — 3,434.83 sq m | 36,964.31 SqFt

Floor Spaces						Total Floor Area	FSR
	CRU	Office	Amenities	Common	Utility		
3rd Floor	0.00	0.00	5,736.98	777.81	0.00	6,514.79	0.11
2nd Floor	0.00	0.00	5,736.98	777.81	0.00	6,514.79	0.11
Ground Floor	7,140.67	3,408.94	0.00	355.01	816.80	11,721.42	0.19

Floor	# CRU	# Office	# of Studios	# of 1 Bedroom	# 2 Bedroom	Total	Occupant Load
3rd Floor	0	0	0	1	3	4	23
2nd Floor	0	0	0	1	3	4	23
Ground Floor	3	1	4	2	0	5	63
Occupant Load	54	34	8	4	40	132	

REQUIRED FACTOR	Quant.	REQUIRED (Units)	PROPOSED (Units)
CRU & Office (1/ 7 [illegible])	10 person	10	10
2 or more Bedroom Units (3/ unit)	10 unit	20	20
1 Bedroom/Studio Units (1/unit)	2 unit	2	2

REQUIRED FACTOR	Quant.	REQUIRED (Units)	PROPOSED (Units)
CRU (1/20 m2 or 1/215.3 ft2)	2149.97 sq ft	10	10
Office (1/20 m2 or 1/215.3 ft2)	3408.94 sq ft	16	-
Dwelling Unit (0.25/unit)	12 unit	3	3

		REQUIRED (Units)	PROPOSED (Units)
Standard Stall		40	39
Small Stall (up to 25%)		11	12
Accessible		0	2

REQUIRED FACTOR	REQUIRED	PROPOSED
Commercial	9	2
Residential	2	2

REQUIRED FACTOR	Quant.	REQUIRED (Units)	PROPOSED (Units)
CRU & Office (1/50 m2 or 1/538.2 ft2)	5549.82 sq ft	10	10
Residential (1/unit)	12 unit	12	12

REQUIRED FACTOR	Quant.	REQUIRED (Units)	PROPOSED (Units)
CRU & Office (1/25 m2 or 1/269.1 ft2)	5549.82 sq ft	21	21
Residential (1/5 unit)	12 unit	3	3

Note:

GROSS FLOOR AREA LEGEND:
- COMMON SPACE
- RESIDENTIAL SPACE
- OFFICE
- RETAIL
- UTILITY SPACE



1 GROUND FLOOR PLAN
Scale: 1/8" = 1'-0"

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PROJECT

COASTLINE STATION

7181 Lantzville Rd, Lantzville BC

DRAWN BY	PLOT DATE
CC/JM	Apr 26, 2024
REVIEWED BY	PROJECT NO.
CC	23-7181
SCALE	PRINTED DATE
AS NOTED	

SHEET NAME

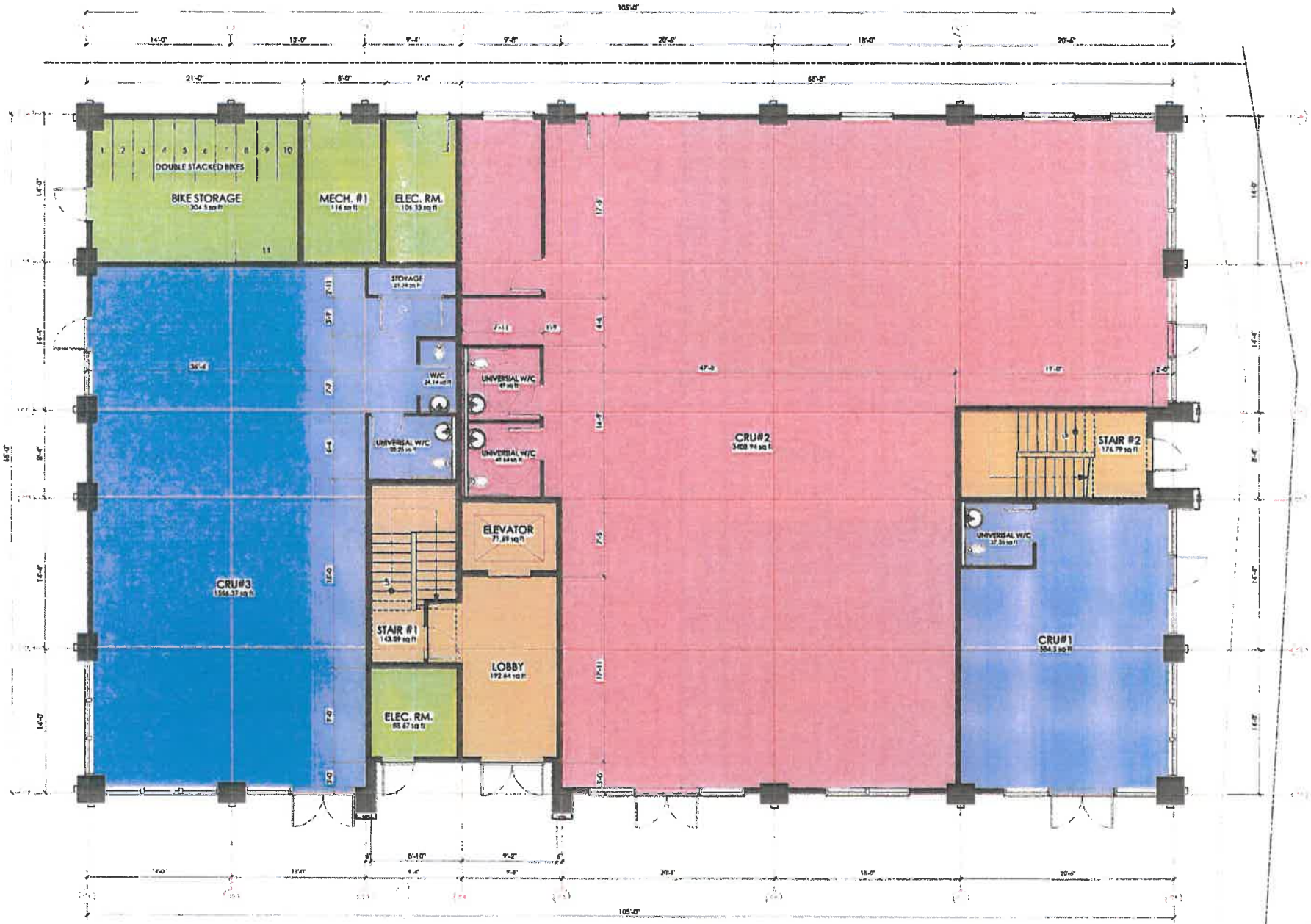
FSR Plans

REVISION NO.

SHEET NO.

A-2

P137



1 GROUND FLOOR PLAN
SCALE: 1/4" = 1'-0"

NOT FOR CONSTRUCTION

CMTC ARCHITECT INC.

COASTLINE STATION

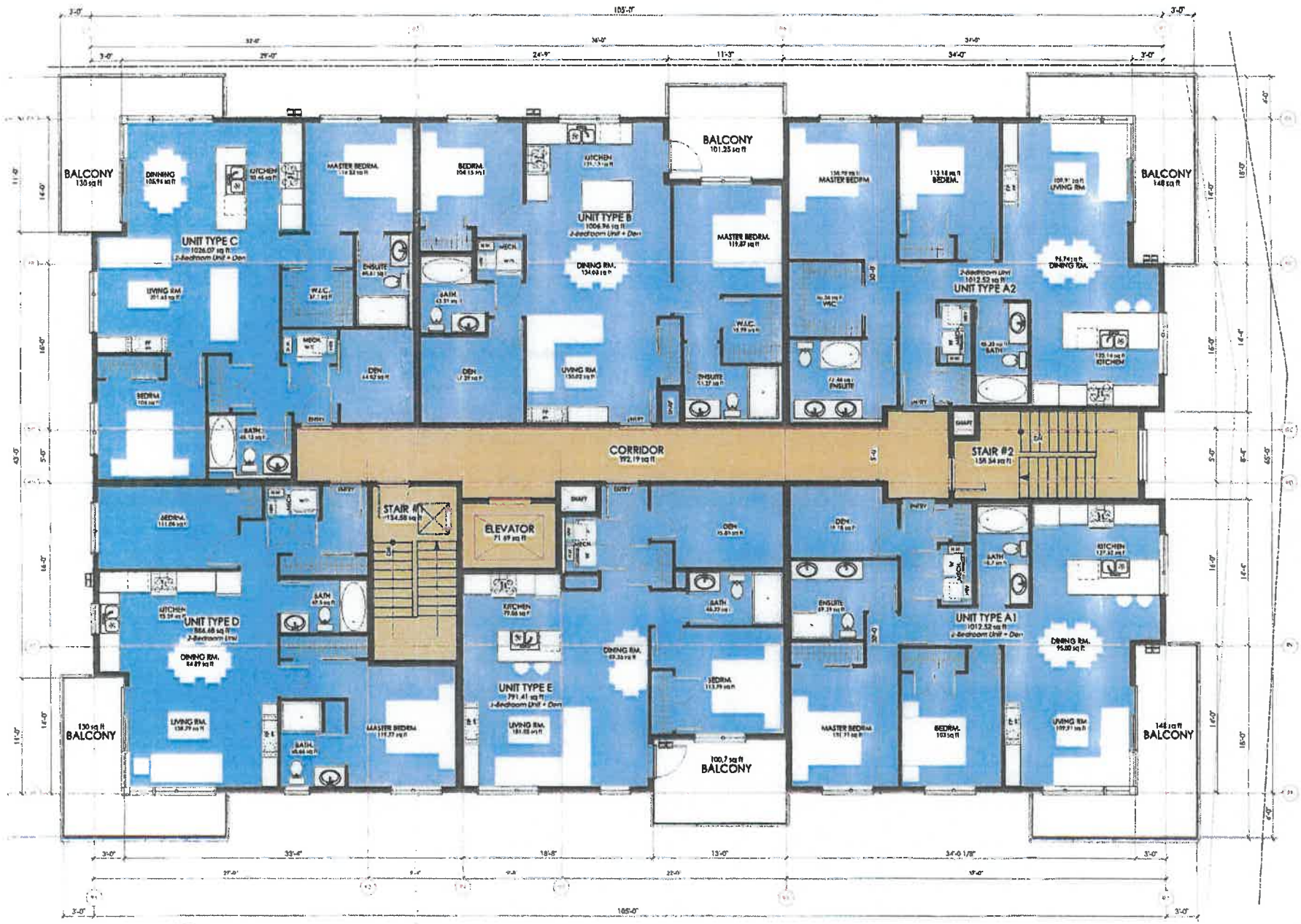
7181 Lantzville Rd, Lantzville BC

CC/JM	Apr 29, 2024
CC	23-7181
AS NOTED	

Ground Floor Plan

A-3

P138



1 2ND/ 3RD FLOOR PLAN
Scale: 1/4" = 1'-0"

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NO.	DATE	DESCRIPTION
1	Oct. 13th 2023	Issue for Client Review
2	Nov 29th 2023	For Client Review
3	Dec. 13th 2023	Issue for Client Review
4	Feb 5th 2024	For Client Review
5	Mar 26th 2024	For Coordination
6	Apr 26th 2024	Issue for DP

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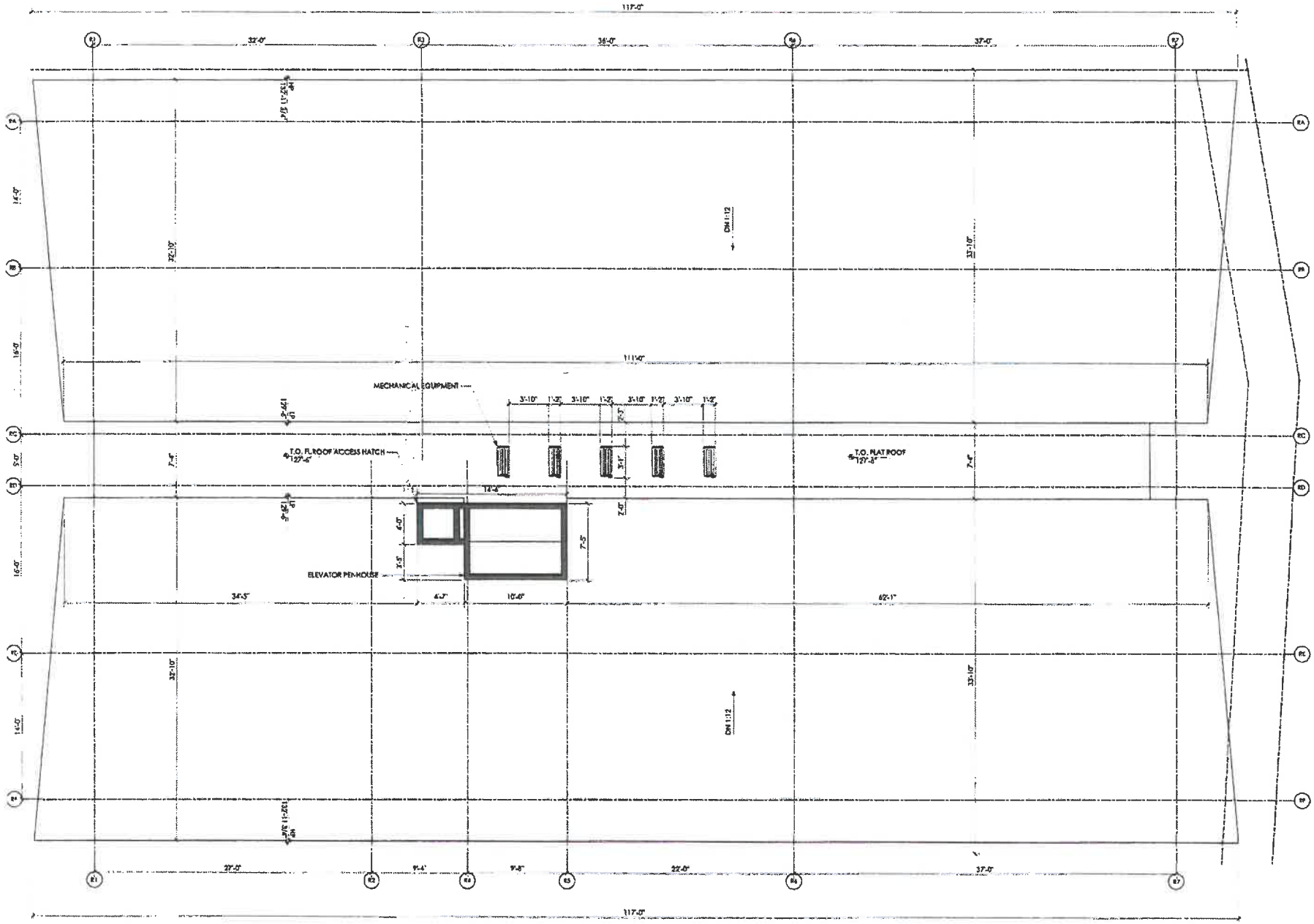
PROJECT
COASTLINE STATION
7181 Lantzville Rd. Lantzville BC

DRAWN BY: CC/JM	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PROJECT DATE
SHEET TITLE: 2nd/ 3rd Floor Plan	
DRAWING NO.:	SHEET NO.: A-4



1 ROOF PLAN
Scale: 1/4" = 1'-0"

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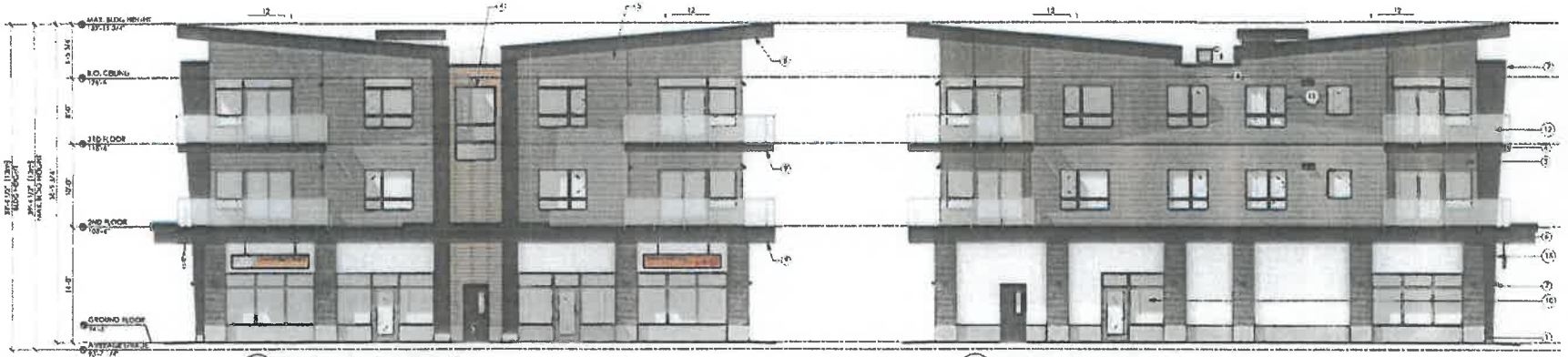
PROJECT
COASTLINE STATION
7181 Lonsville Rd, Lonsville BC

DRAWN BY: CC/JN	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO.: 23-7181
SCALE: AS NOTED	PROJECT DATE
SHEET TITLE: Roof Plan	
REVISION NO.:	SHEET NO.: A-5



1 EAST ELEVATION (STREET FRONT)
SCALE: 1/8

2 WEST ELEVATION (BACK)
SCALE: 1/8



3 SOUTH ELEVATION (LOBBY)
SCALE: 1/8

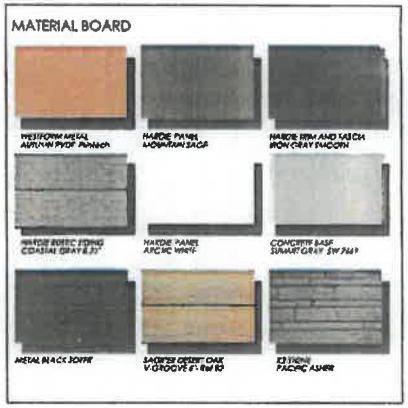


4 NORTH ELEVATION (SIDE)
SCALE: 1/8

MATERIAL LEGEND

1. CONC BASE
2. 181 ROOFING
3. HARDIE PANEL- MOUNTAIN SAGE
4. HORIZONTAL SIDING- LAUREL DESERT OAK
5. HARDIE LAP SIDING
6. PAINTED FASCIA
7. HARDIE TRIM BOARD- IRON GRAY SMOOTH
8. METAL SOFFIT- WESTFORM METAL AUTUMN
9. BLACK ALUMINUM SOFFIT
10. STOREFRONT WINDOW
11. RESIDENTIAL WINDOWS
12. METAL RAILING AND CLADDING
13. METAL SCREENS
14. PLANTER BOX
15. SIGNAGE

MATERIAL BOARD



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1	OCT. 17th 2023	Issue for Client Review
2	Nov. 27th 2023	Issue for Client Review
3	Dec. 12th 2023	Issue for Client Review
4	Apr 26th 2024	Issue for DP

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PROJECT

COASTLINE STATION

7181 Lantzville Rd, Lantzville BC

DRAWN BY: CC/JN	PLOT DATE: Apr 26, 2024
REVIEWED BY: CC	PROJECT NO: 23-7181
SCALE: AS NOTED	PRINT DATE:

SHEET TITLE

Elevations

REVISION NO.

SHEET NO. A-7

Section	Regulation	Included in DP?	Reason for exclusion / confirmation that requirement is met
	1-3	No	Guidelines 1-3 outline when an application is required and what information needed to process application. These are not meant to be included in the DP itself.
Neighborliness	4. The scale, form, and character of new development will enhance and be compatible with the existing character of surrounding properties.	No	Proposed development is compatible with Zoning Bylaw Requirements and OCP guidelines for Village Primary Commercial Core.
	5. Development will respect the tranquility, privacy, and access to sunlight of nearby properties.	No	Property abutted by commercial uses along Lantzville Road and an undeveloped parcel to the southwest.
	6. Ocean views at the intersection of Dickinson and Lantzville Roads, and Tweedhope and Lantzville Roads, will be protected, through sensitive and proper massing, setbacks, and heights of buildings at street ends	No	N/A. Development not located at designated intersections.
	7. All development will incorporate Crime Prevention Through Environment Design (CPTED) principles to ensure that public safety and crime prevention are considered in the physical layout and architectural design. In particular: • Adequate pedestrian-level lighting should be provided for sidewalks, pathways, and parking areas to promote safe evening access; • Buildings should be designed and sited to facilitate a high degree of visual surveillance of adjacent streets and outdoor common areas from unit windows; • Exterior unit entrances/exits should be designed and sited to allow a high degree of visual surveillance from unit windows, adjacent streets, and internal roads; and • The location of habitable rooms with windows that face streets, sidewalks, and associated open space should be sited promote informal surveillance through a high degree of visual oversight.	Yes	CPTED principles included in architectural plans.
Relationship to the Street, Public Realm and Pedestrian Orientation	8. All site plan layouts will accommodate pedestrians and provide accessible routes for wheelchairs: • Primary pedestrian routes must be smooth, level, and clear of encumbrances to ensure direct passage for those with visual impairments, pushing strollers, or who require mobility aids. • Ramps shall be provided for wheelchair and scooter access to buildings.	Yes	Outlined in Architectural Plans.
	9. All development will integrate pedestrian / bicycling paths into the site plans, providing linkages with adjacent neighbourhoods.	Yes	Outlined in Architectural Plans.
Landscaping and Screening	10. Design should account for solar exposure to public and private spaces.	Yes	
	11. Development projects should retain as much of the natural vegetation on site as possible. Where it is necessary to remove significant plant material in order to develop a property, replacement plantings should be provided of a sufficient number, size, type, and maturity to offset its removal.	Yes	Landscaping Plan provided. Tree removal and paving required for parking.

	12. Impervious surfaces should be minimized. Paved surfaces should be limited to pedestrian gathering places and the minimum requirements for parking and loading spaces and maneuvering aisles. Where paving is necessary, the use of porous paving materials (e.g., permeable pavers or wheel strips) and/or light-coloured reflective paving materials is encouraged.	Yes	
	13. Outdoor mechanical and electrical equipment, including heat pumps, will be screened from the view of onsite building windows, balconies, decks, adjacent streets, adjacent properties, and other prominent public viewpoints.	Yes	
	14. Surface parking will be screened with landscape or hardscape materials. Wherever practical, surface parking areas should be softened with the planting of trees throughout the areas to visually break-up the parking area and reduce localized heat build-up.	Yes	Landscaping Plan Provided.
	15. Outside refuse containers will be located to the rear of buildings where feasible and should be suitably landscaped with a solid landscape buffer including a combination of fencing and plantings.	Yes	Outlined in Architectural Plans.
	16. Drought-resistant, edible, and native planting species are encouraged. Invasive species will not be planted.	Yes	
	17. Green roofs and rooftop gardens are encouraged to reduce runoff and energy consumption.	No	Guideline is encouraged, not required
	18. Sufficient topsoil should be retained or added to promote well-rooted landscaping that requires less irrigation and stays green longer during drought conditions.	Yes	
	19. Rainwater harvesting for indoor non-potable use and/or outdoor irrigation use, is encouraged.	No	Guideline is encouraged, not required
	20. Vegetated channels such as bioswales are encouraged to capture, store, and slowly release rainwater in place of concrete storm channels and drains.	No	Guideline is encouraged, not required
Parking, Loading and Access	21. New public roads, private driveways, and their access to existing public roads will be sited to avoid environmentally sensitive areas.	Yes	The property is not located in any environmentally sensitive development permit areas.
	22. Underground parking is encouraged.	No	Guideline is encouraged, not required. Underground parking not an option following geotechnical review.
	23. On site surface water retention and absorption is required for outside parking through the use of porous materials, water retention and infiltration areas, or other means that meet District development standards	Yes	Stormwater Management Plan to be reviewed and approved by Public Works department at the Building Permit stage.
	24. Structured (in-building) parking is permitted but it must incorporate well-designed architectural elements or storefronts on facades that face the street or other buildings.	No	In-building parking is not included in the proposed development

	25. Provision for public transit service, including bus stops and pull-outs, will be included with development plans where appropriate.	No	Additional public transit is not within the scope of the development.
Lighting	26. All exterior building, exterior corridor, and site lighting fixtures (including those in parking areas, but excluding dwelling unit balcony and patio lighting) should: • produce illumination levels in accordance with current engineering practices and standards; • minimize illumination of adjacent properties; • consist of full cut off / flat lens pole lighting or fully shielded wall lighting; and • be arranged so rays of light are directed upon the parking, walking, loading, or corridor areas and not upon adjacent land or streets.	Yes	Photometric Plan provided and will be reviewed for compliance.
	27. Solar powered lighting is encouraged.	No	Guideline is encouraged, not required.
Green Buildings	28. Achieving energy use and greenhouse gas emission benchmarks through the use of architecture, design, and construction materials based on Leadership in Energy and Environmental Design (LEED), Built GreenTM, Passive House principles and standards, or other recognized systems, is encouraged.	No	Guideline is encouraged, not required. The applicant will be required to construct the building to meet Step 2 of the BC Energy Step Code.
	29. Buildings and exterior elements such as windows should be sited, designed, and landscaped to take advantage of passive solar exposure in wintertime and reduce sun penetration in summer.	Yes	
	30. Incorporation of solar panels as a supplementary or alternative energy and geothermal heating are encouraged.	No	Guideline is encouraged, not required.
	31. The use of on-site renewable energy generation systems to supply electricity, heating, and cooling energy to buildings and other structures, water pumps, sewage pumps, and/or charging stations for electric vehicles is strongly encouraged.	No	Guideline is encouraged, not required.
Guidelines for Residential Development			
Form and Character	32. Limited areas of three- to four-storey apartments or seniors housing shall be located within walking distance (300 metres) of established commercial services in the Village Primary Commercial Core. Under-building parking shall be required for three- to four-storey buildings, and strongly encouraged for two-storey buildings. All other multi-unit housing should be a mix of one- and two-storey heights.	No	Ground water on the property resulted in flooding in the previous building during power outages, as mechanical pumps were required to prevent flood water throughout the year. In addition, large pools of standing water were often observed on the surface of the surrounding properties as a result of tree removal. Geo-technical reports indicate that ground water was encountered within two feet of the surface. The applicant has been advised against setting the slab on grade any lower than the proposed 28.8m, since there is no existing municipal infrastructure in place to service the storm sewer at a deeper elevation for a Parkade.

	33. Orient buildings and pedestrian entries to face winding, narrow streets.	No	Property only abuts Lantzville Road. No additional roads will be included in the proposed development.
	34. At the site periphery, provide native wooded buffers, or manicured streetscape, trees, and articulated perimeter screening rather than blank fences or hedges	No	Tree removal is required to provide parking stalls. Landscaping will be required along the Lantzville Road Frontage. A Landscaping Plan has been provided.
	35. Multi-unit housing developments will be designed in such a way as to ensure ample open space and pedestrian pathway systems that connect to create continuity in a trail system. Shared amenities such as courtyards and community gardens are strongly encouraged.	Yes	The property is surrounded by commercial uses. Sidewalk improvements will be included in development. Plaza space provided.
	36. Bends or angles in building plan form are encouraged to break up long facades and to form courtyards or plaza spaces between buildings.	No	Only one building is proposed in the development. Included in Architectural Plans. A plaza space is proposed.
	37. Building and site architecture should be highly articulated and detailed in rooflines, facades, ground floor, and site elements. Coordinate materials, forms, and design character between buildings and site elements like screens, fences, signage, and lighting to be complementary with adjacent uses.	Yes	Included in Architectural Plans.
	38. Multi-unit housing developments will be designed in such a way as to facilitate recycling collection and composting, and shall include bicycle storage facilities.	Yes	Included in Architectural Plans.
	39. District energy or heating systems are encouraged where viable.	No	Guideline is encouraged, not required. A pad-mounted transformer is included in the Architectural Plans.
Guidelines for Mixed-Use Development			
Form and Character	40. Guidelines for Residential Development (above) also apply to residential components of this section.	No	Residential requirements are applied. This requirement is not specifically listed in the Development Permit because it is redundant.
	41. A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site.	Yes	Architectural design to follow drawings attached as Schedule 1 to DP.
	42. The use of local building materials such as wood is encouraged.	No	Guideline is encouraged, not required.
	43. Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features.	Yes	Architectural design to follow drawings attached as Schedule 1 to DP.
	44. A relaxed feel is supported, rather than architectural styles that look too expensive / exclusive or resort-like.	Yes	Architectural design to follow drawings attached as Schedule 1 to DP.
	45. Subtle design elements – such as porthole windows, widow watches, or the use of local coastal materials – could enhance the connection between the village and the seashore.	No	Guideline is encouraged, not required.
	46. New development should support the "village scale" of the Village Primary Commercial Core.	Yes	Per 32, 3-4 storey residential is supported within the Village Core.
	47. On sites at street corners, the roof and facade design should emphasize the corner, with visible portions of the building side treated to a similar level of	No	Not a corner lot.

	detail to the building frontage, avoiding large visible blank walls		
	48. Special architectural features that establish character or variety may, with Council approval, exceed the zoning height limit. Any height variance should take into consideration the height of other buildings on the street and protection of views.	No	Height variance not requested.
	49. Second and third/fourth storeys of buildings should be stepped back, terraced, or tapered from the first floor to maintain pedestrian scale, prevent shadowing on the street, enhance solar gain, and preserve significant ocean views.	Yes	The building will be stepped back from the street as the corners of the building are articulated back from the face of the building below. The building is divided into two distinct sections with its wing walls that hold up the flying roof situated in the middle. This ultimately reduces the massing of the building along the street front and maintains the small-scale massing of the surrounding commercial buildings. Additionally, a substantial canopy projection separating the commercial and residential components divides the facades into smaller scale architectural components.
Building Materials and Colour	50. The use of natural materials or materials that replicate the aesthetic of natural materials such as cedar shingles, wood, logs, and stone is encouraged.	No	Guideline is encouraged, not required.
	51. Historic colours such taupes, browns, greys, whites, and pastels are supported, with complimentary colours as accents.	Yes	Outlined in Architectural Plans.
	52. Exterior trim and architectural features should be robust and weather resistant	Yes	Outlined in Architectural Plans.
	53. Pedestrian weather protection should be provided by overhangs or canopies	Yes	Overhangs included in Architectural Plans.
Building Form and Height	54. There is broad support for keeping the Village Primary Commercial Core at a "village scale". This is interpreted by many community members as a maximum height of three stories and walkable in length.	Yes	Proposed height is three storeys.
	55. Building heights should step down towards the ocean (potentially higher on the south side of the street, lower on the north), capitalizing on the seaside location.	Yes	Proposed development located on the south side of Lantzville Road.
	56. Having buildings step back at each storey would also help avoid shading the street.	No	The building will be stepped back from the street as the corners of the building are articulated back from the face of the building below. The building is divided into two distinct sections with its wing walls that hold up the flying roof situated in the middle. This ultimately reduces the massing of the building along the street front and maintains the small-scale massing of the surrounding commercial buildings. Additionally, a substantial canopy projection separating the commercial and residential components divides the facades into smaller scale architectural components. Covered by 56.

	57. Residential use above commercial units is encouraged.	No	Guideline is encouraged, not required. However, proposed development includes residential over commercial.
Relationship Between Buildings and the Street	58. Storefronts should be undulating. While buildings may locate near the front of lots (not farther back than 8 metres, to be determined at the time of development permit), forming a street edge and creating a main street feel, a strong street wall is not preferred. Instead, pedestrian and gathering areas in front of buildings should create variation and a high quality public realm. Setbacks for plazas, walk-throughs, and pedestrian elements are encouraged.	Yes	Architectural Plans include undulating storefronts.
	59. Facades should provide visual interest and buildings should interact with the street – for example, through doors and frontages on the street, large transparent windows with window displays, and avoiding large blank walls facing the street.	Yes	First storey commercial areas have large windows along Lantzville Road.
	60. Patio life should be encouraged, with activity spilling out from storefronts (but not obstructing walkways).	No	Guideline is encouraged, not required. However, a plaza is included in the proposed development.
	61. Overhangs or awnings could provide color, interest, and shelter from the rain.	No	Guideline is encouraged, not required.
	62. Narrower building frontages, with shorter distances between doors, could create a more walkable rhythm.	No	Architectural design to follow drawings attached as Schedule 1 to DP.
Building Character	63. A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site.	Yes	Architectural design to follow drawings attached as Schedule 1 to DP.
	64. The use of local building materials such as wood is encouraged.	No	Guideline is encouraged, not required.
	65. Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features.	Yes	Architectural design to follow drawings attached as Schedule 1 to DP.
	66. A relaxed feel is supported, rather than architectural styles that look too expensive or resort-like.	Yes	Architectural design to follow drawings attached as Schedule 1 to DP.
Connection to the Ocean	67. Views of the ocean should be preserved.	No	Proposed development does not block access to ocean views.
	68. Subtle design elements – such as porthole windows, widow watches, or the use of local coastal materials – could enhance the connection between the village and the seashore.	No	Guideline is encouraged, not required.
Relationship to the Street, Public Realm and Pedestrian Orientation	69. Buildings fronting along Lantzville Road should be oriented to Lantzville Road.	Yes	Building faces Lantzville Road.
	70. Facades should include elements of interest and buildings should interact well with the street – for example, through the provision of doors and frontages on the street, large transparent windows with window displays, and avoiding large blank walls facing the street.	Yes	Architectural Plans include large windows, undulating frontage, etc.
	71. Building facades should be designed in ways that express individual storefront identity. Pedestrian scale of the street frontage should be retained by articulating building facades to represent small storefront lengths of 5 to 8 metres, rather than long continuous street walls	Yes	Undulating frontage included in architectural designs.

	72. Where larger interior spaces are warranted (e.g., grocery or hardware store), smaller retail, service outlets, or café spaces are encouraged on the street or exposed frontages to complement to store entrance, and to avoid large blank walls facing the street frontage(s).	No	Guideline is encouraged, not required. However, design concept includes smaller-scale commercial spaces.
	73. Buildings should have a strong relationship to the street. If buildings are set back from the street, it should be for the purpose of enhancing the pedestrian street level appeal. This may include recessed entrances, planters, shrubs, street furniture, outdoor seating and dining areas, public art, plazas, and walkways.	Yes	
	74. Storefronts should be undulating. While buildings may located near the front of lots, forming more of a street edge and creating more of a main street feel, a strong street wall is not preferred. Instead, pedestrian building frontages should provide variation and a high quality public realm.	Yes	Architectural Plans include undulating storefronts.
	75. Short walkable distances between storefronts and generous provision of windows are encouraged.	No	Guideline is encourages, not required; however, distances between storefronts are short.
	76. In mixed-use buildings, locating residential uses above commercial uses is encouraged.	No	Guideline is encouraged, not required. However, proposed development includes residential over commercial.
	77. Awnings and canopies for visual interest and shelter are encouraged. The design of canopies should vary from frontage to frontage. Long canopies of the same design can harm the desired diversity and scale and should be avoided. Freestanding canopies at cafés or outdoor dining areas are encouraged.	Yes	
	78. Natural light penetration under overhangs, eaves, or awnings should enhance private and public outdoor experience.	Yes	
	79. All commercial development will provide a minimum of one rest bench. Rest benches that fit the character of the village are encouraged.	Yes	
	80. Parcel coverage may be varied to provide public amenities like gathering places	No	Not applicable. Maximum parcel coverage in the Village Commercial Zone is 100%.
	81. Sunny sitting-out areas are encouraged throughout the Village Primary Commercial Core, especially sidewalk cafes and quiet "sitting and watching" areas, with a variety of hard and soft ground surfaces and public seating. Private sitting areas may be adjacent to, but should not be on, public sidewalks, unless a minimum of two additional metres of sidewalk is available for safe pedestrian passage.	No	Guideline is encouraged, not required. However, concept includes an outdoor plaza with seating.
	82. Ornamental, decorative, and sculptural elements are encouraged in building design or freestanding on the site.	No	Guideline is encouraged, not required. Some decorative elements included in architectural designs.
	83. Greenery in the form of window boxes, planters, and hanging baskets maintained by businesses should be encouraged. Some businesses already add these features.	No	Guideline is encouraged, not required. However, landscaping and planters are included in the concept design.

	84. Planter boxes in the public right of way could support beautification and delineate pedestrian areas in the shorter term. Edible landscaping could be incorporated where feasible.	No	Guideline is encouraged, not required. Landscaping Plan provided.
	85. Periodic landscaped areas could also provide breaks, screening on-street parking and increasing attractiveness of the Village to residents, commercial users, and tourists.	Yes	Landscaping Plan provided.
Signage	86. Signage will generally be unobtrusive and designed in such a manner as to be complementary to the "village" form and character.	Yes	
	87. Signage should be clear and at as small a scale as possible to be legible from adjacent street areas. The District may consider a consolidated sign directory for "Lantzville Village" that is at the entrance(s) to the Village Primary Commercial Core.	Yes	
	88. The use of carved wood for signs is encouraged.	No	Guideline is encouraged, not required. However, design concepts include wood signs.
	89. Backlit signs are not permitted.	Yes	
	90. Where more than one business fronts a street under a single awning, there should be no more than one awning sign per business.	Yes	
	91. Facia signs may be located on the exterior front wall, side wall(s), and rear wall of a building, limited to one sign on each facia	Yes	
	92. Hanging, under-canopy signs are encouraged perpendicular to a building, but only one per business should be permitted and any such sign should be not less then 2.5 m above the sidewalk	Yes	
	93. Freestanding signs using carved wood and incorporating ornamental, decorative, or sculptural elements are permitted.	No	Guideline is not required.
	94. Sandwich board signs must not obstruct pedestrian circulation	Yes	
Parking, Loading and Access	95. Where possible, vehicular access to all off-street parking spaces will be from a lane or side street.	No	There is no access to the parcel via a side street or lane.
	96. Where access via a lane or side street is not possible, vehicle access and egress will be limited to one driveway per property, scaled and designed to be attractive for pedestrian access from parking to main street and businesses.	Yes	Location of existing driveway will be moved. Only one driveway access is proposed.
	97. New curb cuts will be avoided or minimized on Lantzville Road. Sharing an access with a neighbouring development is encouraged.	Yes	Location of existing driveway will be moved. Only one driveway access is proposed.
	98. Loading and service areas will be located and designed to minimize visibility from public rights of way and public spaces. The use of walls and landscaping to screen views of these areas is encouraged.	Yes	Loading space is located at the rear of the building.
	99. Off-street parking or loading within the setback between the road right of way and the front of the building is not permitted; off-street parking will be located to the side or rear of the building	Yes	Parking located to the side and rear of the building.

	100. A reduction in parking spaces based on a mix of complimentary uses, different peak time usage, or other shared parking factors may be considered. A parking study may be required.	No	Parking reduction is addressed through the Development Variance Permit process, rather than the Development Permit process.
	101. All commercial development will provide a minimum of one bike rack. Bike shelters and bike storage facilities are encouraged.	Yes	Bike facilities provided in application.

District of Lantzville

REPORT TO CHIEF ADMINISTRATIVE OFFICER

Meeting Date: September 11, 2024

SUBJECT: Development Variance Permit Application for 7181 Lantzville Road

PURPOSE

To provide information for Council to consider Development Variance Permit No.DVP24-4 to reduce the short term bicycle and vehicle parking requirements for the proposed mixed-use development on 7181 Lantzville Road.

RECOMMENDATION

THAT Development Variance Permit No. DVP24-4 for 7181 Lantzville Road be issued to vary Sections 2.6 (1) and 2.6 (5) of "District of Lantzville Zoning Bylaw No. 180, 2020".

COMMITTEE/COMMISSION RECOMMENDATION

N/A

ALTERNATIVES AND IMPLICATIONS

REFUSE THE APPLICATION

THAT issuance of Development Variance Permit No. DVP24-4 for 7181 Lantzville Road be refused.

The proposed mixed-use development would not be possible with the proposed square footage of commercial space.

BACKGROUND/RELEVANT HISTORY

7181 Lantzville Road is a 0.2593 hectare property located in the Village Commercial Zone and Village Form and Character Development Permit Area (**ATTACHMENT 1**). The owners have concurrently submitted a development permit and building permit application to construct a three-storey mixed-use building with commercial on the first storey and residential on the second and third storeys (**ATTACHMENT 2**).

"District of Lantzville Zoning Bylaw no. 180, 2020" (Zoning Bylaw 180) outlines the minimum parking standards for vehicles and bicycles (**ATTACHMENT 3**). Parking requirements vary based on building type and whether parking is for long term (i.e., tenant, owner, or employee) or short term (i.e., visitor or customer) use. Based on the proposed

uses, number of bedrooms, and square footage of commercial space, the following number of parking spaces are required:

Table 1 – Car Parking Requirements

Long Term Car Parking				Short Term Car Parking			
	Quantity	Required Parking Stalls	Proposed Parking Stalls		Quantity	Required Parking Stalls	Proposed Parking Stalls
CRU & Office (1 / employee)	10 people	10	10	CRU (1/20 m² or 1/215.3 ft²)	2140.05 sq ft	10	10
2 or more Bedroom Units (2 / unit)	10 units	20	20	Office (1/20 m² or 1/215.3 ft²)	3416.56 sq ft	16	9
1 Bedroom/ Studio Units (1 /unit)	2 units	2	2	Dwelling Unit (0.25/unit)	12 Units	3	3
TOTAL		32	32	TOTAL		29	22

Table 2 – Bicycle Parking Requirements

Long Term Bicycle Parking				Short Term Bicycle Parking			
	Quantity	Required Bicycle Stalls	Proposed Bicycle Stalls		Quantity	Required Parking Stalls	Proposed Parking Stalls
CRU & Office (1/50 m2 or 1/538.2 ft²)	5,556.61 sq ft	10	10	CRU (1/20 m² or 1/215.3 ft²)	5,556.61 sq ft	21	15
Residential (1/unit)	12 units	12	12	Office (1/20 m² or 1/215.3 ft²)	12 units	2	2
TOTAL		22	22	TOTAL		23	17

The applicant is applying for a variance to decrease the number of required short-term parking stalls for bicycles and vehicles. Per Zoning Bylaw 180, a total of 61 vehicle parking stalls and 45 bicycle parking stalls are required for the proposed development. The applicant is proposing to construct a total of 54 vehicle parking stalls and 39 bicycle parking stalls. The proposed development will not be possible unless the following sections of Zoning Bylaw 180 are varied:

a. In section 2.6 (1) by decreasing the required number of short-term commercial parking spaces from 16 to 9.

b. In section 2.6 (5) by decreasing the required number of short-term commercial bicycle parking spaces from 21 to 15.

ATTACHMENTS

1. Zoning and Location Map
2. Proposed Site Plan
3. "District of Lantzville Zoning Bylaw No. 180, 2020" Section 2.6 - Parking Requirements
4. Draft Development Variance Permit No. DVP 24-4
5. Rationale for Variance
6. Public Feedback

ANALYSIS/RATIONALE

Section 4.2.4 (2) of "District of Lantzville Official Community Plan Bylaw No. 150, 2019" (OCP) states that the District will support reduced parking requirements for commercial development where shared parking or other options are available. In addition, section 11.10.5 (100) of the OCP supports a reduction in parking spaces based on a mix of complimentary uses, different peak time usage, or other shared parking factors.

The proposed development includes three commercial spaces and 12 residential units. While the commercial uses and hours are not known at this time, the proposed variances only result in an 11.5% decrease in vehicle parking spaces and a 13.3% decrease in bicycle parking spaces for commercial use. Additional on street parking spaces are available north of the subject property along Lantzville Road.

Given the location of the proposed development in the Lantzville Primary Commercial Core, it is also likely that local customers will visit the commercial businesses without using a vehicle. Per Lantzville's 2018 Economic Development Strategy, "people want to have a thriving Village Core that is a joy to visit and provides the services and goods they need for day-to-day life. They want more local jobs. They want to have a place where they can connect with neighbours over coffee, and a place they can bike and walk to safely."

Staff support the proposed variances to reduce short term vehicle and bicycle parking on 7181 Lantzville Road because the variance is unlikely to negatively impact surrounding property owners. The draft Development Variance Permit No. DVP24-4 is included as **ATTACHMENT 4**. The variance rationale in included as **ATTACHMENT 5**.

1. **Strategic Plan Objectives**

   N/A

2. **Policy (Existing/Relevance/None)**

   N/A

3. **Resources**

   N/A

4. **Financial/Budget Implications**

   N/A

5. **Sustainability Implications**

   N/A

6. Notification

The neighbouring property owners and occupiers within 60 m of the subject property have been notified of the proposed Development Variance Permit and have been given an opportunity to provide comments to the District. Any neighbour responses provided are included as **ATTACHMENT 6**.

Prepared by:

Amanda Masse, Planner

Date: September 6, 2024

George Robinson, Director of Planning
And Community Services

Date: September 6, 2024

Approved for submission to Council:

Glenn Morphy, Acting CAO

Date: September 6, 2024

REVIEWED WITH:			
☑ Corporate Administration	☐ Fire Rescue	☑ Public Works/Engineering	☐ RCMP
☐ Financial Services	☐ Planning	☐ Solicitor	☐ Committee:
☐ Other:			

COUNCIL AGENDA INFORMATION:		
Meeting Type	**Date**	**Agenda Item #**
Regular	September 11, 2024	
Closed (In-Camera)		

File Number: 3060-20-DVP24-4
Location: T:/DISTRICT OF LANTZVILLE/Reports to Council/2024/2024 10 11 Development Variance Permit DVP 24-4 for 7181 Lantzville Road

Lantzville

7181 Lantzville Road



ATTACHMENT #1

Legend

Lantzville Layers

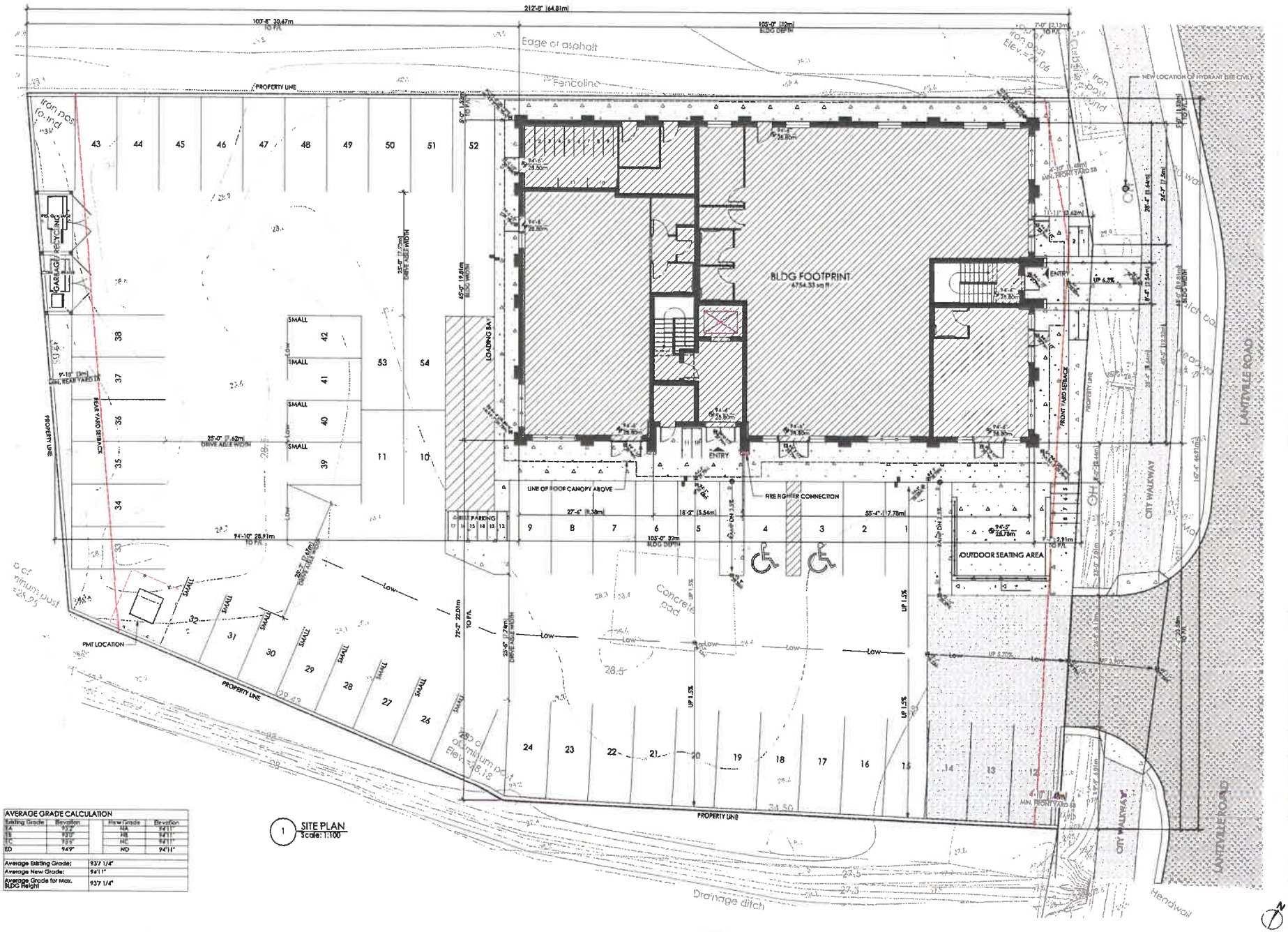
- Municipal Boundary
- Properties (Strata)
- Properties (Conventional)
- Zoning

Notes

0 100 200 m

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



AVERAGE GRADE CALCULATION				
Existing Grade	Elevation		New Grade	Elevation
SA	93'2"		NA	94'11"
SB	93'0"		NB	94'11"
SC	93'8"		NC	94'11"
SD	94'9"		ND	94'11"
Average Existing Grade:	93'7 1/4"			
Average New Grade:	94'11"			
Average Grade for Max. BLDG Height	93'7 1/4"			

ATTACHMENT #2

CMTC ARCHITECT INC.
3440 E.GEORGIA ST.
VANCOUVER, BC.
V5K 2L7
(604) 563 2682
(778) 869 1522
CHRIS@CMTCARCHITECT.CA

PROJECT:

COASTLINE STATION

7181 Lantzville Rd. Lantzville BC

DRAWN BY:	PLOT DATE:
CC/JN	Jun 12, 2024
REVIEWED BY:	PROJECT NO.:
CC	23-7181
SCALE:	PROJECT DATE:
AS NOTED	

SHEET TITLE:

Site Plan

REVISION NO.:

SHEET NO.:

A-1

P156

2.6 PARKING AND LOADING

Minimum Vehicle Parking Requirements

1. The minimum number of onsite vehicle parking spaces is as follows:

Use	Minimum Number of Long Term Parking Spaces	Minimum Number of Short Term Parking Spaces
Housing		
Apartment	1 per bedroom, up to a maximum of 2 per unit	0.25 per dwelling unit
Assisted Living	0.5 per sleeping unit	0.15 per dwelling unit
Carriage House	1 per bedroom	-
Community Care	0.3 per sleeping unit	0.15 per dwelling unit
Duplex	2 per unit	-
House, 1-3 bedrooms	2	-
House, 4 or more bedrooms	4	-
Manufactured Home	2	-
Recreational Vehicle (Mobile Home Park)	1	-
Rowhouse	2 per unit	0.15 per dwelling unit
Secondary Suite	1 per bedroom	-
Townhouse	2 per unit	0.15 per dwelling unit
Commercial		
Artisan Studio (excluding Home Business)	1 per employee	1 per 30 m^2 GFA
Bed and Breakfast	-	1 per sleeping unit
Child Care	1 per employee	3
Commercial Training	1 per employee or work station, whichever is greater	1 per 30 m^2 GFA
Craft Beverage Processing	1 per employee	1 per 10 m^2 GFA of the sales and tasting area
Farmgate Sales	-	2
Financial Service	1 per employee or work station, whichever is greater	1 per 20 m^2 GFA
Food and Beverage Service	1 per employee	1 per 4 seats

Use	Minimum Number of Long Term Parking Spaces	Minimum Number of Short Term Parking Spaces
Funeral Service	1 per employee	1 per 4 seats in the seating area
Health Service	1 per employee or work station, whichever is greater	1 per 20 m^2 GFA
Home Business (excluding Bed and Breakfast and Short Term Rental)	-	2 per home business that involves members of the public entering the parcel
Hotel	2, plus 1 per room	2
Household Service	1 per employee or work station, whichever is greater	1 per 20 m^2 GFA
Market	1 per vendor	1 per vendor
Office (excluding Home Business)	1 per employee or work station, whichever is greater	1 per 20 m^2 GFA
Personal Service	1 per employee or work station, whichever is greater	1 per 20 m^2 GFA
Retail	1 per employee	1 per 20 m^2 GFA
Short Term Rental	-	1 per sleeping unit
Veterinarian Clinic	1 per employee	1 per 20 m^2 GFA
Community		
Assembly	-	1 per 20 m^2 GFA
Cultural Service	1 per employee	1 per seat or 1 per 30 m^2 GFA, whichever is greater
Place of Worship	-	1 per seat or 10 m^2 GFA, whichever is greater
School, Elementary	1.25 per classroom	0.5 per classroom
School, Secondary	2.5 per classroom	0.5 per classroom
Social Service	1 per employee or work station, whichever is greater	1 per 20 m^2 GFA

Use	Minimum Number of Long Term Parking Spaces	Minimum Number of Short Term Parking Spaces
Recreation		
Golf Course	1 per employee	80 per 9 holes 1 per tee for driving range
Indoor Recreation	1 per employee	1 per 20 m^2 GFA
Outdoor Recreation	1 per 200 m^2 site area	1 per 200 m^2 site area
Industry		
Autobody Repair	1 per service bay	1 per service bay
Automotive Repair	1 per service bay	1 per service bay
Crematorium	1 per employee	-
Food and Beverage Processing	1 per employee	-
Intensive Retail	1 per 50 m^2 GFA or site area	1 per 50 m^2 GFA or site area
Laboratory	1 per employee	-
Light Cannabis Processing	1 per employee	-
Light Manufacturing	1 per employee	-
Log Home Manufacturing	1 per employee	-
Transportation Service	1 per employee	-
Warehouse	1 per 200 m^2 GFA	1 per 200 m^2 GFA

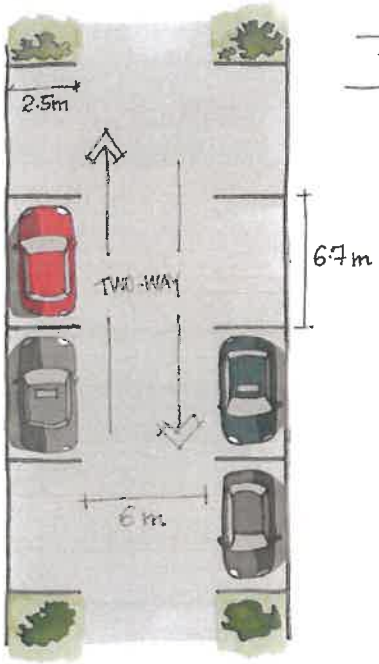
Parking Dimensions

2. The minimum dimensions of required onsite parking spaces and drive aisles are as follows:

Dimension	Parallel	45° Angle	60° Angle	90° Angle
Space Width	2.5 m	2.6 m	2.6 m	2.6 m
Space Length	6.7 m	5.8 m	5.8 m	5.8 m
Aisle Width (1-way)	4 m	4 m	5.2 m	6 m
Aisle Width (2-way)	6 m	7.6 m	7.6 m	7.6 m



ONE-WAY

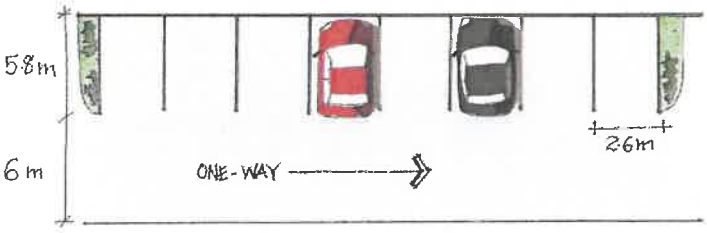


TWO-WAY

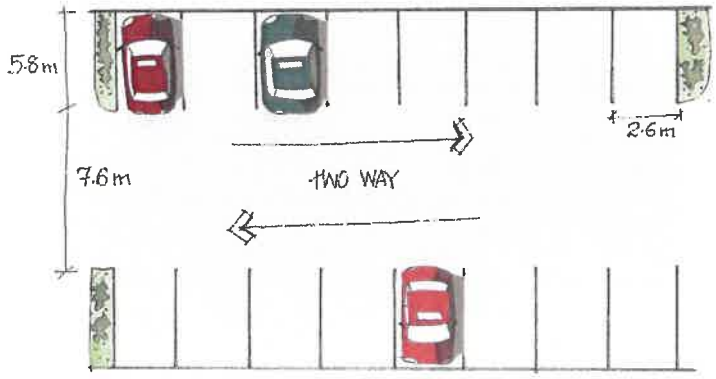
PARALLEL PARKING

PARKING - 90°

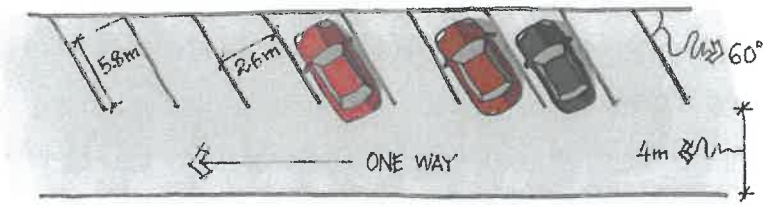
ONE-WAY



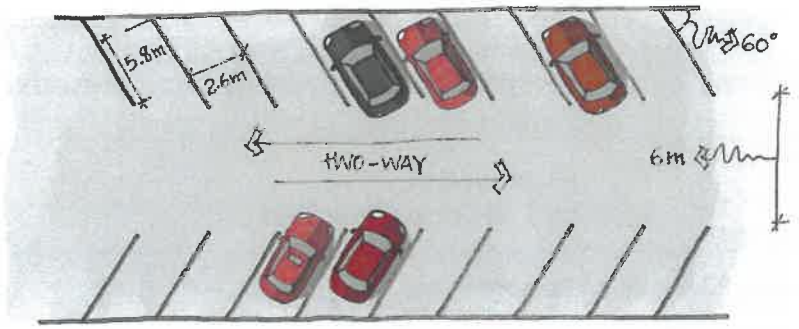
TWO-WAY



PARKING ANGLE - 60°

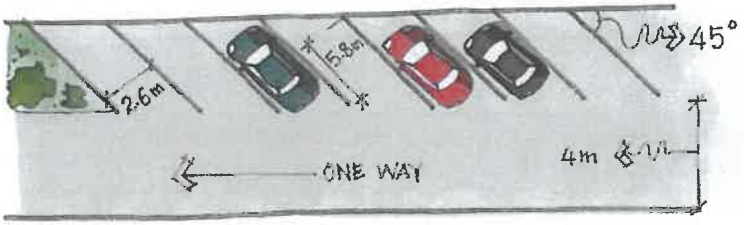


ONE-WAY

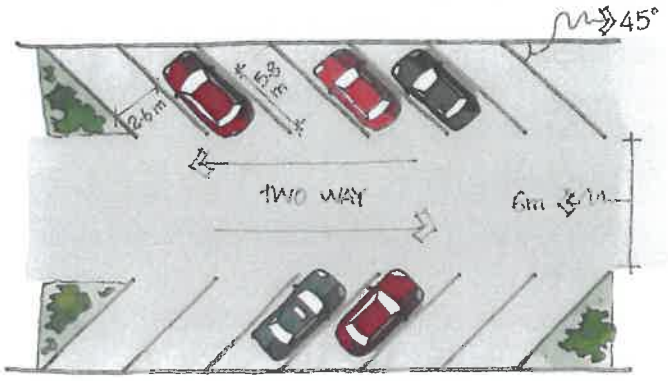


TWO-WAY

PARKING ANGLE 45°



ONE-WAY



TWO-WAY

Small Car Parking Spaces

3. The minimum space length for up to 25% of the required onsite vehicle parking spaces may be reduced to 5 m for parallel parking and 4.6 m for angled or 90-degree parking.

EV Charging Stations

4. The minimum number of electric vehicle charging stations is as follows:

Use	Minimum Number of Level-2 Electric Vehicle Charging Stations
Commercial	1 per parcel + 1 per 20 required parking spaces in excess of the first 20 parking spaces
Community	1 per parcel + 1 per 20 required parking spaces in excess of the first 20 parking spaces
Apartment Rowhouse Townhouse	1 per parcel + 1 per 10 dwelling units

Minimum Bike Parking Requirements

5. Bike parking spaces must be provided on a parcel when new buildings are developed as of the date of adoption of this Bylaw, excluding additions up to 50 m^2, as follows:

Use	Minimum Long-Term Bike Parking	Minimum Short-Term Bike Parking
Apartment Rowhouse Townhouse	1 per dwelling unit	1 per 5 dwelling units
Assembly Commercial	1 per 50 m^2 GFA	1 per 25 m^2 GFA
Assisted Living Community Care	1 per 5 sleeping units or dwelling units	1 per 5 sleeping units or dwelling units
Craft Beverage Processing	1 per 50 m^2 GFA, excluding the processing area	1 per 25 m^2 GFA, excluding the processing area
Cultural Service Place of Worship	1 per 50 m^2 GFA	1 per 25 m^2 GFA

6. Long-term bike parking must be in a secure, weather-protected bike storage area with bike racks or lockers and independently accessible only to residents or employees of the building in which it is located.

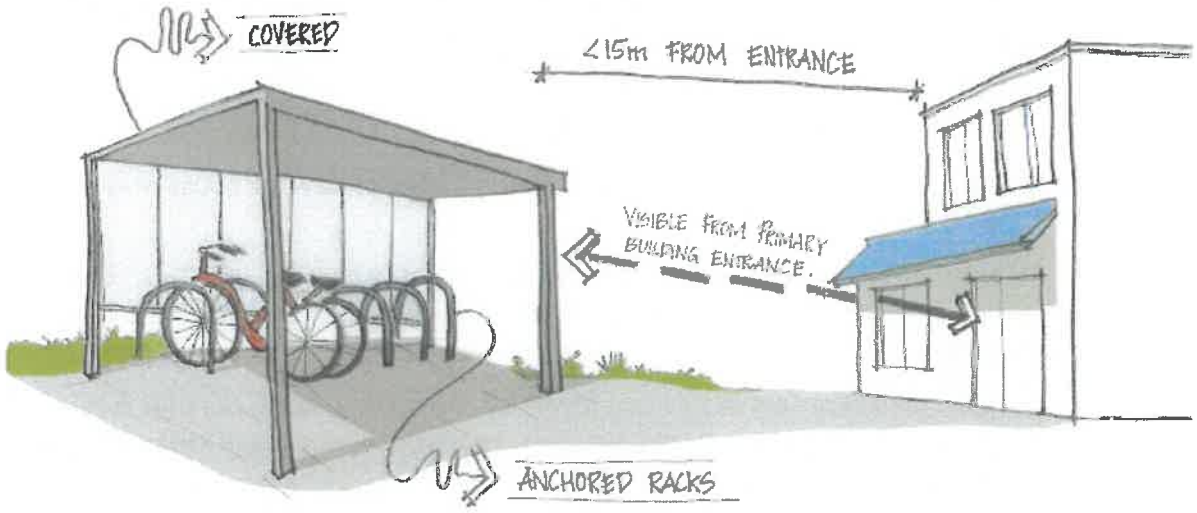
7. Short-term bike parking must:

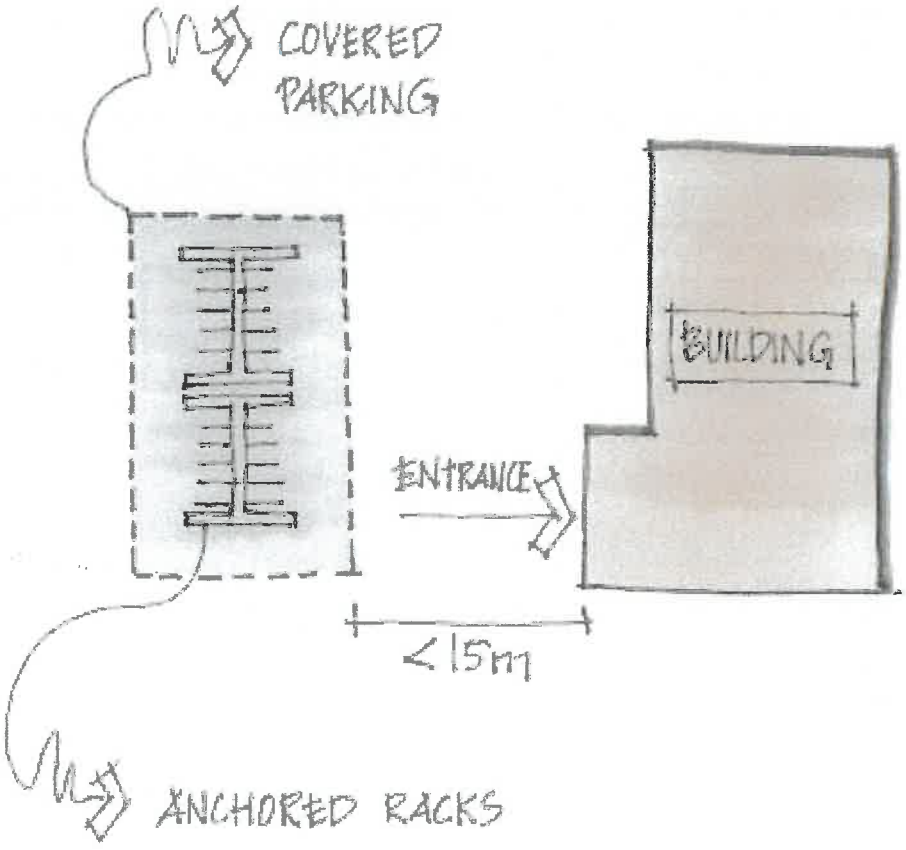
   (a) be sited less than 15 m and visible from the entrance of the primary building for which it is required,

   (b) be provided in permanently anchored racks,

   (c) be covered and well-lit, and

   (d) not obstruct pedestrian circulation.


COVERED
≤15m FROM ENTRANCE
VISIBLE FROM PRIMARY BUILDING ENTRANCE.
ANCHORED RACKS


COVERED PARKING
BUILDING
ENTRANCE
≤15m
ANCHORED RACKS

Parking Location, Construction and Signage

8. Onsite parking must not be obstructed in any way by garbage receptacles, structures, derelict vehicles, refuse, equipment, mobile vending or materials which interfere with the ability of the parking space to serve its function.

9. Onsite parking must be cleared and levelled.

10. Onsite parking for a duplex, house, secondary suite or carriage house may be stacked up to 2 parking spaces.

11. Onsite parking, onsite loading, drive aisles and accesses for all uses except for a house, Secondary Suite or carriage house must be hard-surfaced, painted, signed, bumpered and well-drained.

12. Onsite parking spaces designated for accessible parking, family parking, carpool parking or electric vehicle charging must have clear, gender-neutral signage indicating that such spaces are reserved for those types of parking.

13. Onsite parking and onsite loading must be provided on the same parcel as the use for which the onsite parking or onsite loading is required.

14. Where the minimum number of onsite parking spaces includes a fractional unit, that fractional unit is considered one onsite parking space.

Minimum Loading Requirements

15. The minimum number of onsite loading spaces per parcel for commercial uses is as follows:

GFA of Building	Minimum Number of Onsite Loading Spaces per Building	Minimum Width	Minimum Length
Less than 1,000 m^2	1	2.6 m	5.8 m
1,000 – 2,000 m^2	1	3 m	12 m
Greater than 2,000 m^2	2	3 m	12 m

ATTACHMENT #4

DEVELOPMENT VARIANCE PERMIT NO. DVP24-4

Permit:	3090-20-DVP24-4
Registered Owner:	Randy & Kyle McNaught
Applicant:	Randy & Kyle McNaught
Subject Property:	7181 Lantzville Road
Legal Description:	LOT 1, DISTRICT LOT 27, WELLINGTON DISTRICT, PLAN 14301
PID:	000-149-926
Folio:	350007926.000
Proposal:	Decrease the required number of short term commercial parking spaces from 16 to 9 and decrease the required number of short term commercial bicycle parking spaces from 21 to 15.

CONDITIONS OF PERMIT:

General

1. This permit applies to the Land described above and any buildings, structures or other development on the Land.

2. This permit is issued subject to compliance with all relevant District of Lantzville bylaws, except as otherwise varied or supplemented by this permit.

3. This permit varies the following sections of "District of Lantzville Zoning Bylaw No. 180, 2020":

    a. In section 2.6 (1) by decreasing the required number of short-term commercial parking spaces from 16 to 9.

    b. In section 2.6 (5) by decreasing the required number of short-term commercial bicycle parking spaces from 21 to 15.

4. This permit does not exempt the owner from obtaining all other federal, provincial and District approvals required to develop the Land. This permit does not constitute subdivision approval or a building permit.

5. This permit is valid for a period of 2 years from the date of issuance, after which the permit expires.

6. Authorized development is limited to the proposed Parking Plan in **Schedule 1**.

7. This permit was issued on **[insert date] and** expires on **[insert date].**

_____

George Robinson
Director of Planning and Community Services

SCHEDULE 1
Reduced Parking Plan



ATTACHMENT #5

Parking Reduction Rationale

Inspired By Nature ... Captured By the Imagination

Thoughtful Creations for Longevity

C.M.T.C. Architect Inc.
3440 E. Georgia St.
Vancouver , BC V5K 2L7
tel: 604-563-2682
email:chris@cmtcarchitect.ca

Aug 19th, 2024

District of Lantzville
Planning Department
7191 Lantzville Road, PO Box 100
Lantzville, BC V0R 2H0

RE: PARKING REDUCTION RATIONALE FOR COASTLINE STATION

Since underground parking is not favourable [as indicated in our design rationale], we are only able to provide a total of 54 surface parking stalls, which is less than the parking bylaw requirement of 61 Stalls. We believe that the addition of the outdoor seating area is more valuable for the project and the community; even though it removes 3 parking spaces. Note that all residential parking requirements are meet and we are only short 7 stalls for commercial use. Which would be only occur during the hours of commercial operation at such times most of the residential parking spaces would not be fully occupied as residence would be away working/school and or out of their units.

The 3 Residential Visitor parking stalls can be shared with the commercial spaces during certain hours when visitors to the residences are not deem to be high. Additionally, our project is providing 4 electric charging stations which would account for 8 parking stalls in most other municipalities. If we take this into account, then we would be fully complying with the parking bylaw of 61 stalls.

SUMMARY

Due to the site conditions, and the amount of electric charging stations and shared visitor parking, we believe that the reduction in the total parking number is very supportable, and thus the proposed parking count does not have any negative impact on the development.

Respectfully submitted,

Chris MT Chung, Architect AIBC
CMTC Architect Inc
Thoughtful Creations For Longevity

District of Lantzville

REPORT TO CHIEF ADMINISTRATIVE OFFICER

Meeting Date: September 11, 2024

SUBJECT: Development Variance Permit Application for 7900 Lantzville Road

PURPOSE

To provide information for Council to consider Development Variance Permit No. DVP24-1 to facilitate a two-lot subdivision on 7900 Lantzville Road.

RECOMMENDATION

THAT Development Variance Permit No. DVP24-1 for 7900 Lantzville Road be issued to vary Sections 1.1 (3) and 1.1 (6) of Zoning Bylaw No. 180.

COMMITTEE/COMMISSION RECOMMENDATION

N/A

ALTERNATIVES AND IMPLICATIONS

REFUSE THE APPLICATION

THAT issuance of Development Variance Permit No. DVP24-1 for 7900 Lantzville Road be refused.

The proposed two-lot subdivision would not be possible.

BACKGROUND/RELEVANT HISTORY

7900 Lantzville Road (the 'subject property') is a 0.4532 hectare parcel zoned as Residential 1 (R1) in Zoning Bylaw 180 and contains three single family residential buildings (**ATTACHMENT 1**). The property is abutted by other R1 zoned parcels to the east and west, the Strait of Georgia to the North, and the Snaw-Naw-As First Nation to the south.

"District of Lantzville Zoning Bylaw No. 180, 2020" (Zoning Bylaw 180) requires a minimum frontage of 20 metres and a minimum interior side parcel line setback of 2 metres (**ATTACHMENT 2**). The applicant is applying for a variance to support subdivision of the property into two lots: proposed lot 1 (2,980 m^2) and proposed lot 2 (1,600 m^2). Section 2.15.5 of Zoning Bylaw 180 permits parcel averaging up to 20%, unless otherwise specified. The proposed subdivision will not be possible unless the following sections of Zoning Bylaw 180 are varied:

a. Section 1.1 (3) by reducing the interior side setback of a primary structure on proposed lot 2 from 2 metres to 0.35 metres.
b. Section 1.1 (6) by reducing the frontage of proposed lot 1 from 20 metres to 3 metres.
c. Section 1.1 (6) by reducing the frontage of proposed lot 2 from 20 metres to 17.39 metres.

The proposed site plan is included as **ATTACHMENT 3**.

ATTACHMENTS

1. Zoning and Location Map
2. "District of Lantzville Zoning Bylaw No. 180, 2020" Residential 1 Zoning Requirements
3. Proposed Site Plan
4. Draft Development Variance Permit No. DVP 24-3
5. Public Feedback

ANALYSIS/RATIONALE

Staff support the proposed variances to reduce the interior parcel line setback on the east side of proposed lot 2 and reduce the minimum frontage for proposed lot 1 and 2.
The proposed variance is unlikely to negatively impact surrounding property owners or block views of the waterfront. The proposed subdivision would also bring the property into compliance with the R1 zone, which permits a maximum of two dwelling units on lots that are not serviced by community water and sewer. Additionally, a similar subdivision was approved directly east of the subject property.

The draft Development Variance Permit No. DVP24-1 is included as **ATTACHMENT 4**.

1. **Strategic Plan Objectives**

   N/A

2. **Policy (Existing/Relevance/None)**

   N/A

3. **Resources**

   N/A

4. **Financial/Budget Implications**

   N/A

5. **Sustainability Implications**

   N/A

6. Notification

The neighbouring property owners and occupiers within 60 m of the subject property have been notified of the proposed Development Variance Permit and have been given an opportunity to provide comments to the District. Any neighbour responses provided are included as **ATTACHMENT 5**.

Prepared by:

Amanda Masse, Planner

Date: September 6, 2024

Approved for submission to Council:

Glenn Morphy, Acting CAO

Date: September 6, 2024

George Robinson, Director of Planning and Community Services

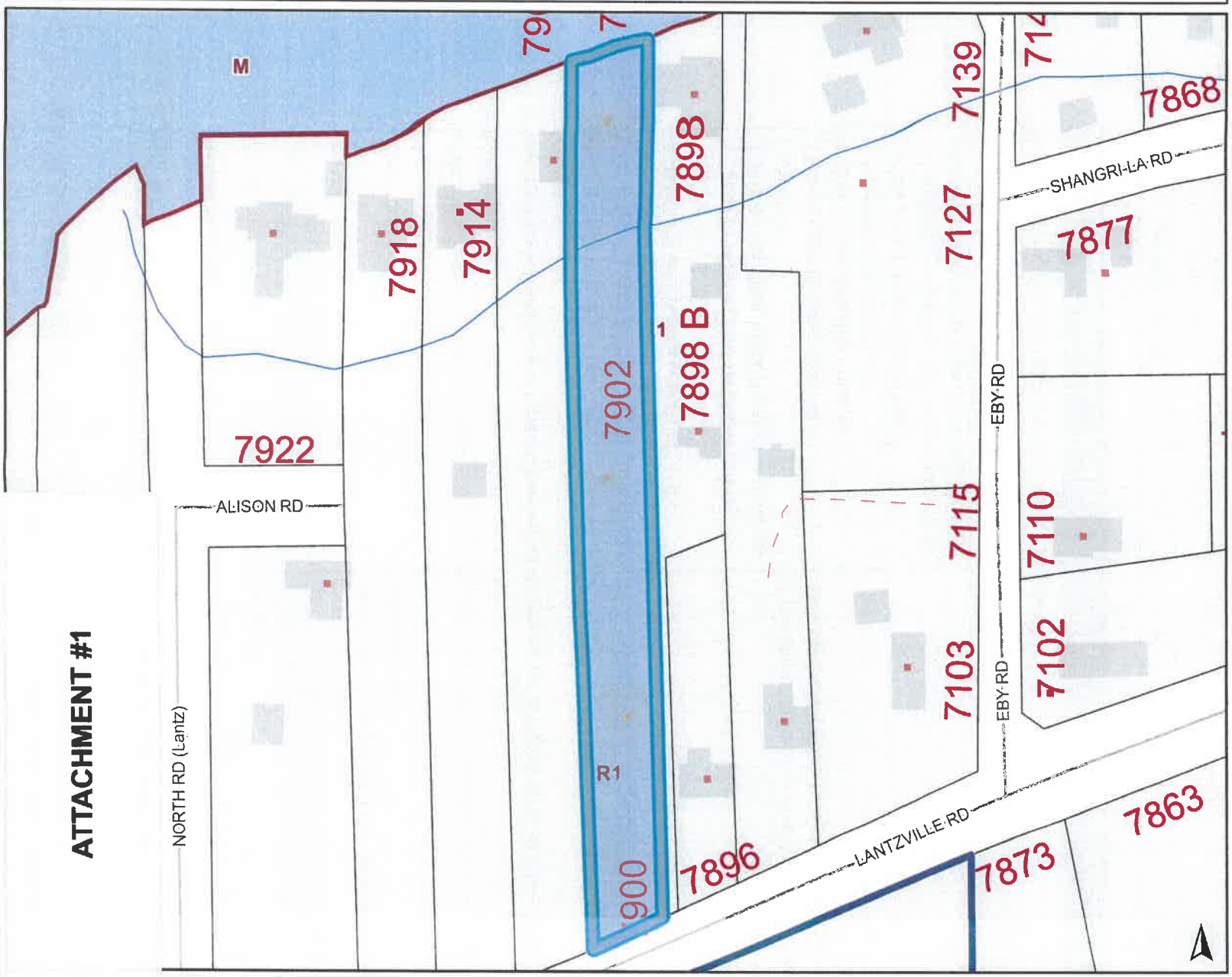
Date: September 6, 2024

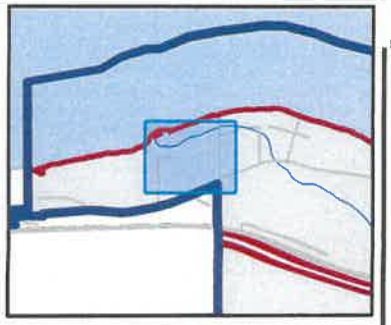
REVIEWED WITH:			
☑ Corporate Administration	☐ Fire Rescue	☑ Public Works/Engineering	☐ RCMP
☐ Financial Services	☐ Planning	☐ Solicitor	☐ Committee:
☐ Other:			

COUNCIL AGENDA INFORMATION:		
Meeting Type	**Date**	**Agenda Item #**
Regular	September 11, 2024	
Closed (In-Camera)		

File Number: 3060-20-DVP24-1
Location: T:/DISTRICT OF LANTZVILLE/Reports to Council/2024/2024 10 11 Development Variance Permit DVP 24-1 for 7900 Lantzville Road

7900 Lantzville Road





Legend

Lantzville Layers

- Municipal Boundary
- Properties (Strata)
- Properties (Conventional)
- Zoning
- Streams
- Ocean

Notes

0 50 100 m

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

ATTACHMENT #1

1.1 RESIDENTIAL 1 ZONE (R1)

Permitted Uses

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

Primary Use	Secondary Use
House Duplex Rowhouse Townhouse Apartment	Home Business Secondary Suite (must be located in a House) Carriage House

Dwelling Units

2. The maximum number and type of dwelling units per parcel is based on available services as follows:

Municipally serviced with water and sewer	No or partial municipal services
Parcel area 4050m^2 or smaller: 4 Dwellings which may consist of up to: 1 House and 1 secondary suite, or 1 Carriage House (if no secondary suite), or 2 Duplex dwelling units (total of 4 dwelling units), or 4 Rowhouse dwelling units, or 4 Townhouse dwelling units, or 4 Apartment dwelling units	2 Dwellings, limited to one House and either one Secondary Suite or one Carriage House
Parcel area greater than 4050m^2: 2 Dwellings, limited to one House and either one Secondary Suite or one Carriage House	

Siting

3. The minimum setbacks from parcel lines are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Primary structure	6 m	6 m	2 m	3 m
Existing Carriage House	6 m	3 m	3 m	3 m
Secondary Structure	6 m	1.5 m	1.5 m	3 m

Height

4. The maximum heights are as follows:

Structure	Maximum Height
Primary structure	8 m
Carriage House with Garage Below	7 m

Carriage House without Garage Below	6 m
Secondary Structure	6 m
Fence	1.8 m

Parcel Coverage

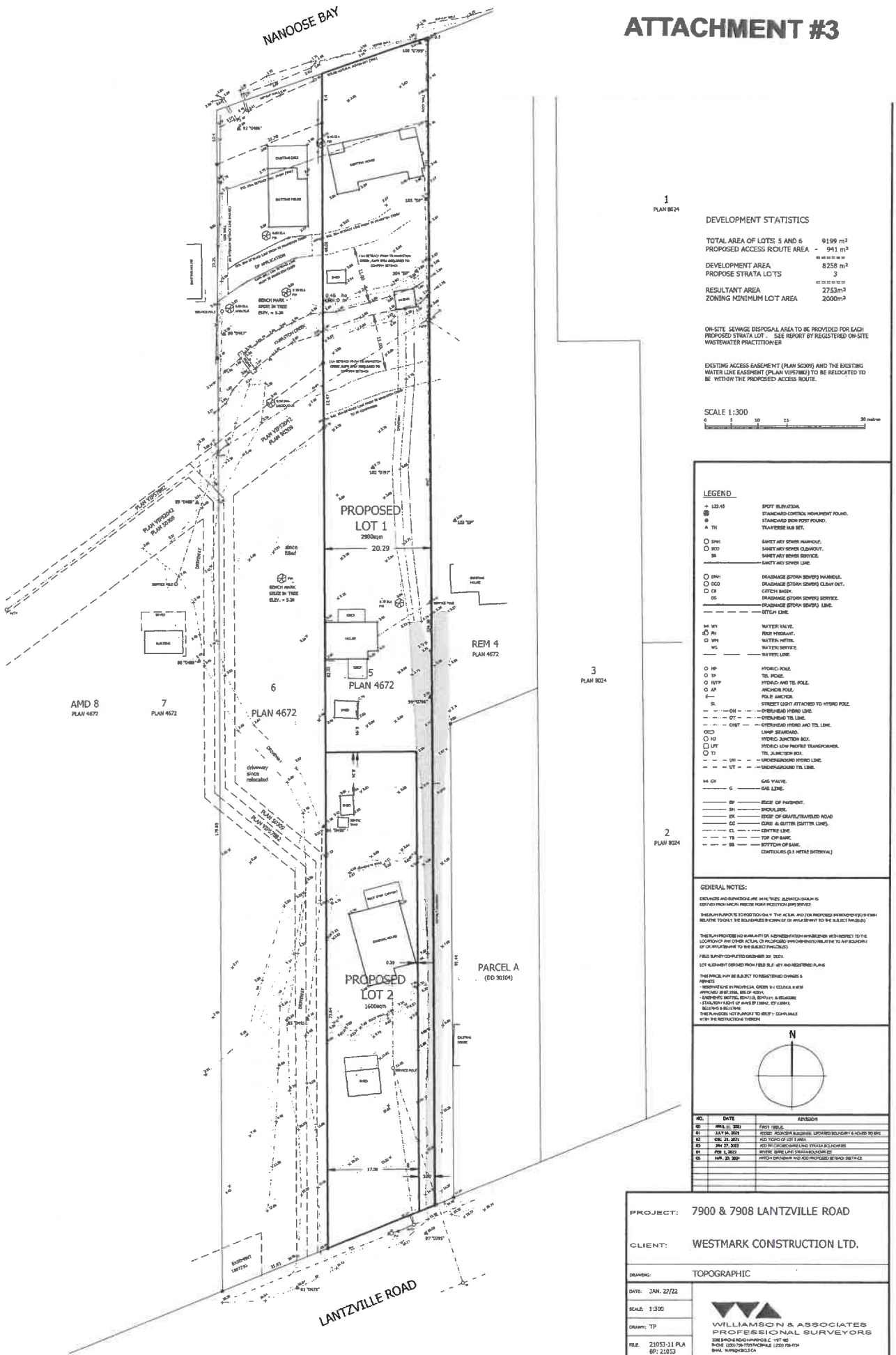
5. The maximum parcel coverage is 35%.

Subdivision

6. The subdivision regulations are as follows:

Criteria	Regulation
Minimum Parcel Area	2,000 m^2
Minimum Parcel Frontage and Width	20 m

ATTACHMENT #3



DEVELOPMENT STATISTICS

TOTAL AREA OF LOTS 5 AND 6	9199 m²
PROPOSED ACCESS ROUTE AREA -	941 m²
DEVELOPMENT AREA	8258 m²
PROPOSE STRATA LOTS	3
RESULTANT AREA	2753m²
ZONING MINIMUM LOT AREA	2000m²

ON-SITE SEWAGE DISPOSAL AREA TO BE PROVIDED FOR EACH PROPOSED STRATA LOT. SEE REPORT BY REGISTERED ON-SITE WASTEWATER PRACTITIONER

EXISTING ACCESS EASEMENT (PLAN 50309) AND THE EXISTING WATER LINE EASEMENT (PLAN VIP57882) TO BE RELOCATED TO BE WITHIN THE PROPOSED ACCESS ROUTE.

SCALE 1:300

0 3 10 15 30 metres

LEGEND

- 123.45 — SPOT ELEVATION.
- STANDARD CONTROL MONUMENT FOUND.
- STANDARD IRON POST FOUND.
- TH — TRAVERSE HUB SET.
- SMH — SANITARY SEWER MANHOLE.
- SCO — SANITARY SEWER CLEANOUT.
- SR — SANITARY SEWER SERVICE.
- SANITARY SEWER LINE.
- DMH — DRAINAGE (STORM SEWER) MANHOLE.
- DCO — DRAINAGE (STORM SEWER) CLEAN OUT.
- CB — CATCH BASIN.
- DS — DRAINAGE (STORM SEWER) SERVICE.
- DRAINAGE (STORM SEWER) LINE.
- DITCH LINE.
- WV — WATER VALVE.
- FH — FIRE HYDRANT.
- WM — WATER METER.
- WS — WATER SERVICE.
- WATER LINE.
- HP — HYDRO POLE.
- TP — TEL POLE.
- HTP — HYDRO AND TEL POLE.
- AP — ANCHOR POLE.
- POLE ANCHOR.
- SL — STREET LIGHT ATTACHED TO HYDRO POLE.
- OHH — OVERHEAD HYDRO LINE.
- OHT — OVERHEAD TEL LINE.
- OHHT — OVERHEAD HYDRO AND TEL LINE.
- LAMP STANDARD.
- HJ — HYDRO JUNCTION BOX.
- LPT — HYDRO LOW PROFILE TRANSFORMER.
- TJ — TEL JUNCTION BOX.
- UH — UNDERGROUND HYDRO LINE.
- UT — UNDERGROUND TEL LINE.
- GV — GAS VALVE.
- G — GAS LINE.
- EP — EDGE OF PAVEMENT.
- SH — SHOULDER.
- ES — EDGE OF GRAVEL/TRAVELED ROAD
- CG — CURB & GUTTER (GUTTER LINE).
- CL — CENTRE LINE.
- TB — TOP OF BANK.
- BB — BOTTOM OF BANK.
- CONTOURS (0.5 METRE INTERVAL)

GENERAL NOTES:

ELEVATIONS AND ELEVATIONS ARE IN METRES. ELEVATION DATUM IS DERIVED FROM MAGNA WESTERN POINT POSITION (WPP) SERVICE.

THIS PLAN PURPORTS TO DEPICTION ONLY THE ACTUAL AND/OR PROPOSED IMPROVEMENT(S) SHOWN RELATIVE TO ONLY THE BOUNDARIES SHOWN OF OR APPURTENANT TO THE SUBJECT PARCEL(S).

THIS PLAN PROVIDES NO WARRANTY OR REPRESENTATION WHATSOEVER WITH RESPECT TO THE LOCATION OF ANY OTHER ACTUAL OR PROPOSED IMPROVEMENT(S) RELATIVE TO ANY BOUNDARY OF OR APPURTENANT TO THE SUBJECT PARCEL(S).

FIELD SURVEY COMPLETED DECEMBER 3rd, 2021.

LOT ALIGNMENT DERIVED FROM FIELD SURVEY AND REGISTERED PLANS

THE PARCEL MAY BE SUBJECT TO REGISTERED CHARGES & INTERESTS
- RESERVATIONS IN PROVINCIAL ORDER IN COUNCIL # 1038 APPROVED 28 DEC 1988, BEING # 82914.
- EASEMENTS EM37751, EM47113, EM71174 & BS163382
- ESTABLISH RIGHT OF WAYS EP 13842, EP 13843, BS167845 & BS167846

THIS PLAN DOES NOT PURPORT TO VERIFY COMPLIANCE WITH THE RESTRICTIONS THEREIN

N

NO.	DATE	REVISION
00	APR 8, 2021	FIRST ISSUE.
01	JULY 16, 2021	ADDED ADJACENT BUILDING, UPDATED BOUNDARY & NOTES TO EPS
02	DEC. 20, 2021	ADD TOPO OF LOT 5 AREA
03	JAN 27, 2022	ADD PROPOSED BARELAND STRATA BOUNDARIES
04	FEB 1, 2022	REVISE BARE LAND STRATA BOUNDARIES
05	MAR. 29, 2022	MATCH DRIVEWAY AND ADD PROPOSED SETBACK DISTANCE

PROJECT:	7900 & 7908 LANTZVILLE ROAD
CLIENT:	WESTMARK CONSTRUCTION LTD.
DRAWING:	TOPOGRAPHIC
DATE:	JAN. 27/22
SCALE:	1:300
Drawn:	TP
FILE:	21053-11 PLA BP: 21053
SHEET:	1 OF 1

WILLIAMSON & ASSOCIATES
PROFESSIONAL SURVEYORS
3038 BARONS ROAD NANAIMO B.C. V9T 4B5
PHONE (250) 756-7559 FACSIMILE (250) 756-7574
EMAIL NANAIMO@CLS.CA

ATTACHMENT #4

DEVELOPMENT VARIANCE PERMIT NO. DVP24-1

Permit:	3090-20-DVP24-1
Registered Owner(s):	Dr. T. Leanne Campbell Inc., Inc. No. BC0627580
Applicant:	Toby Seward
Subject Property:	7900 Lantzville Road
Legal Description:	LOT 6, NANOOSE INDIAN RESERVE, NANOOSE DISTRICT, PLAN 4672
PID:	006-122-884
Folio:	350-010563.000
Proposal:	Reduce the eastern interior side setback from 2 m to 0.35 m Reduce the frontage of proposed lot 1 from 20 m to 3 m Reduce the frontage of proposed lot 2 from 20 m to 17.39 m

CONDITIONS OF PERMIT:

General

1. This permit applies to the Land described above and any buildings, structures or other development on the Land.

2. This permit is issued subject to compliance with all relevant District of Lantzville bylaws, except as otherwise varied or supplemented by this permit.

3. This permit varies the following sections of "District of Lantzville Zoning Bylaw No. 180, 2020":
   a. Section 1.1 (3) by reducing the eastern interior side setback of a primary structure from 2 metres to 0.35 metres.
   b. Section 1.1 (6) by reducing the frontage of proposed lot 1 from 20 metres to 3 metres.
   c. Section 1.1 (6) by reducing the frontage of proposed lot 2 from 20 metres to 17.39 metres.

4. This permit does not exempt the owner from obtaining all other federal, provincial and District approvals required to develop the Land. This permit does not constitute subdivision approval or a building permit.

5. This permit is valid for a period of two years following the date of issuance, after which the permit expires.

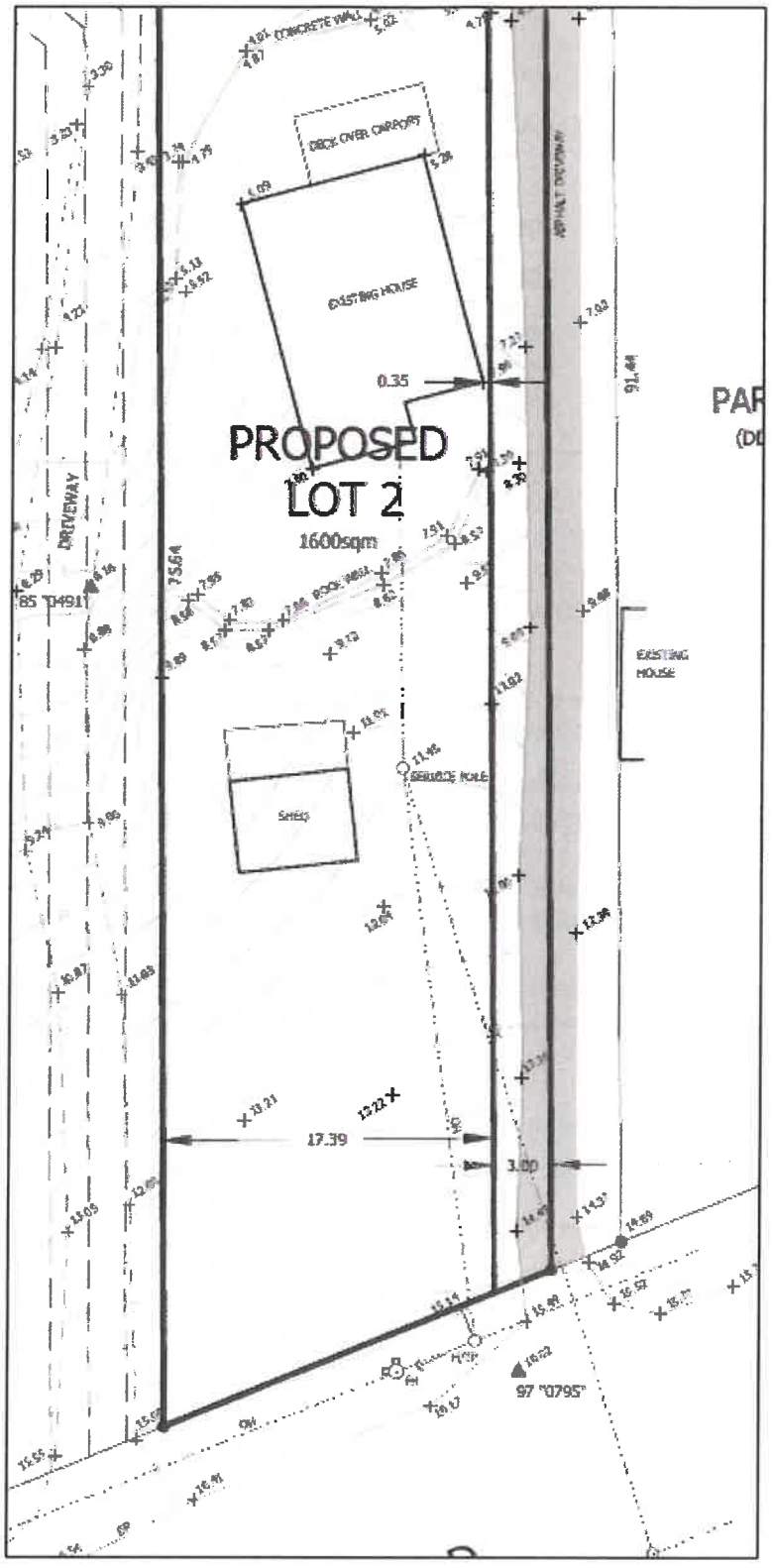
6. The proposed variances are shown in the reduced Site Plan in **Schedule 1**.

7. This permit was issued on **[*insert date*]** and expires on **[*insert date*]**.

_____

George Robinson
Director of Planning and Community Services

Schedule 1
Reduced Site Plan



District of Lantzville

REPORT TO CHIEF ADMINISTRATIVE OFFICER

Meeting Date: September 11, 2024

SUBJECT: Development Variance Permit Application for 7186 Lancrest Terrace

PURPOSE

To provide information for Council to consider Development Variance Permit No. DVP24-3 to decrease the front setback along Tweedhope Road from 6 metres to 3 metres.

RECOMMENDATION

THAT Development Variance Permit No. DVP24-3 for 7186 Lancrest Terrace be issued to vary Section 1.1 (3) of Zoning Bylaw No. 180 by decreasing the front yard setback on Tweedhope Road from 6 metres to 3 metres.

COMMITTEE/COMMISSION RECOMMENDATION

N/A

ALTERNATIVES AND IMPLICATIONS

REFUSE THE APPLICATION

THAT issuance of Development Variance Permit No. DVP24-3 for 7186 Lancrest Terrace be refused.

The proposed carriage house would need to be constructed per the zoning requirements in Section 1.1 (3) of "District of Lantzville Zoning Bylaw No. 180, 2020" (Zoning Bylaw 180).

BACKGROUND/RELEVANT HISTORY

7186 Lancrest Terrace (the 'subject property') is a 0.3035 hectare property zoned as Residential 1 (R1) in Zoning Bylaw 180 and currently contains a single-family house (**ATTACHMENT 1**). The subject property is abutted by R1 zoned lots to the north, R4 zoned lots to the east, and commercial and community service buildings to the south and west.

The R1 zone requires a minimum front setback of 6 metres for all buildings. Per the definition of 'front parcel line' in Zoning Bylaw 180, "in the case of a parcel fronting two approximately parallel highways, both parcel lines abutting the highways are considered front parcel lines." As a result, a 6-metre setback is required from both the Tweedhope Road parcel line and the Lancrest Terrace parcel line (**ATTACHMENT 2**).

The property owner is making a Development Variance Permit application to decrease the front setback along Tweedhope Road from 6 metres to 3 metres to support construction of a carriage house on the lot (**ATTACHMENT 3**). The carriage house will be accessed by an existing driveway on Tweedhope Road and screened by hedges along Tweedhope Road and the southwest corner of the property (**ATTACHMENT 4**).

ATTACHMENTS

1. Zoning and Location Map
2. "District of Lantzville Zoning Bylaw No. 180, 2020" Residential 1 Zoning Requirements
3. Proposed Site Plan
4. Site Photos
5. Draft Development Variance Permit No. DVP 24-3
6. Public Feedback

ANALYSIS/RATIONALE

Staff support the proposed variance to reduce the setback along Tweedhope Road from 6 metres to 3 metres. The proposed variance is unlikely to negatively impact surrounding property owners or block views of the waterfront.

The draft Development Variance Permit No. DVP24-3 is included as **ATTACHMENT 5**.

1. Strategic Plan Objectives

N/A

2. Policy (Existing/Relevance/None)

N/A

3. Resources

N/A

4. Financial/Budget Implications

N/A

5. Sustainability Implications

N/A

6. Notification

The neighbouring property owners and occupiers within 60 m of the subject property have been notified of the proposed Development Variance Permit and have been given an opportunity to provide comments to the District. Any neighbour responses provided are included as **ATTACHMENT 6**.

Prepared by:

Amanda Masse, Planner

Date: September 6, 2024

George Robinson, Director of Planning and Community Services

Date: September 6, 2024

Approved for submission to Council:

Glenn Murphy, Acting CAO

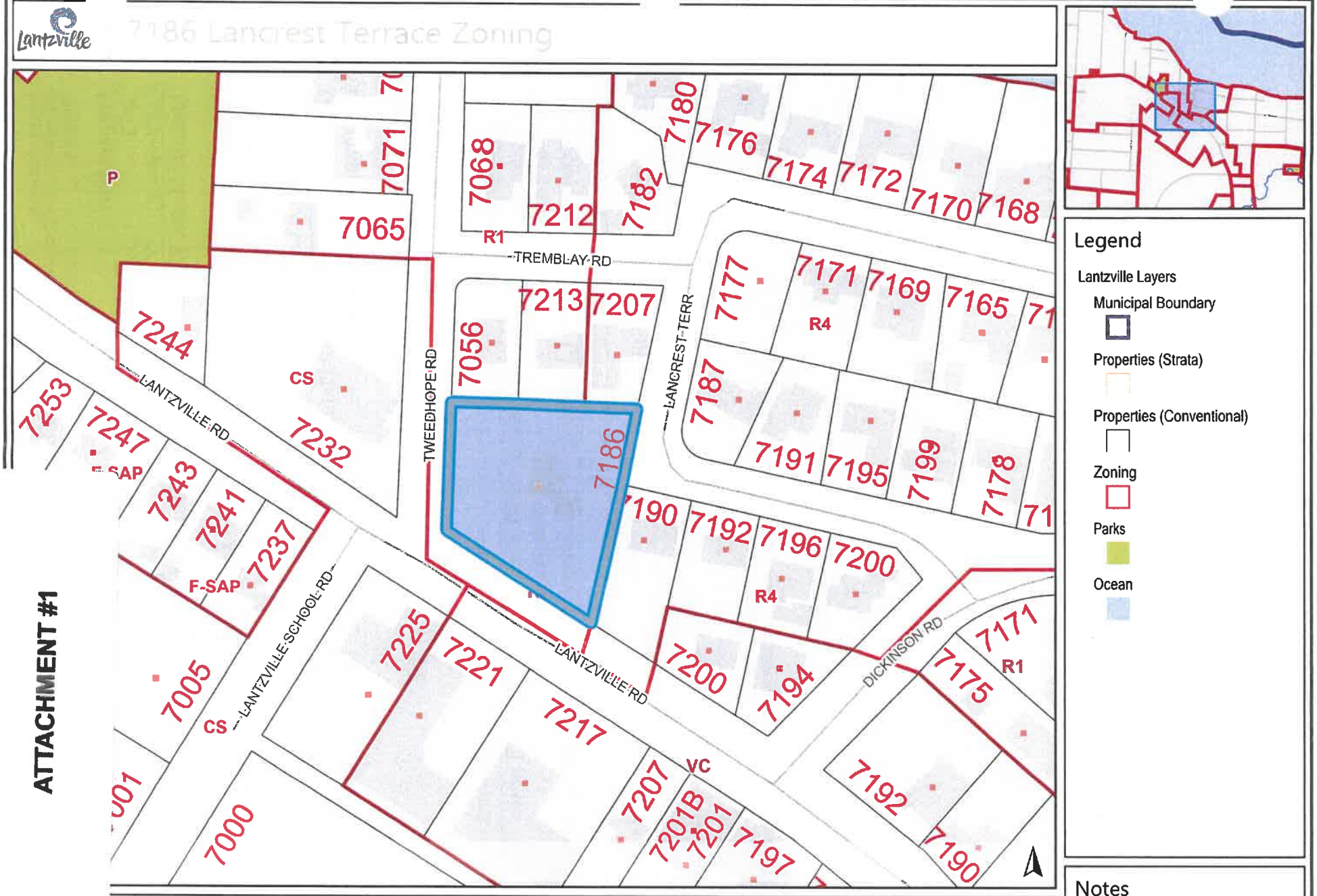
Date: September 6, 2024

REVIEWED WITH:			
☑ Corporate Administration	☐ Fire Rescue	☑ Public Works/Engineering	☐ RCMP
☐ Financial Services	☐ Planning	☐ Solicitor	☐ Committee:
☐ Other:			

COUNCIL AGENDA INFORMATION:		
Meeting Type	**Date**	**Agenda Item #**
Regular	September 11, 2024	
Closed (In-Camera)		

File Number: 3060-20-DVP24-3
Location: T:/DISTRICT OF LANTZVILLE/Reports to Council/2024/2024 10 11 Development Variance Permit DVP 24-3 for 7186 Lancrest Terrace

7186 Lancrest Terrace Zoning



Legend

Lantzville Layers

- Municipal Boundary
- Properties (Strata)
- Properties (Conventional)
- Zoning
- Parks
- Ocean

Notes

50 100 m

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

ATTACHMENT #1

1.1 RESIDENTIAL 1 ZONE (R1)

Permitted Uses

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

Primary Use	Secondary Use
House Duplex Rowhouse Townhouse Apartment	Home Business Secondary Suite (must be located in a House) Carriage House

Dwelling Units

2. The maximum number and type of dwelling units per parcel is based on available services as follows:

Municipally serviced with water and sewer	No or partial municipal services
Parcel area 4050m^2 or smaller: 4 Dwellings which may consist of up to: 1 House and 1 secondary suite, or 1 Carriage House (if no secondary suite), or 2 Duplex dwelling units (total of 4 dwelling units), or 4 Rowhouse dwelling units, or 4 Townhouse dwelling units, or 4 Apartment dwelling units	2 Dwellings, limited to one House and either one Secondary Suite or one Carriage House
Parcel area greater than 4050m^2: 2 Dwellings, limited to one House and either one Secondary Suite or one Carriage House	

Siting

3. The minimum setbacks from parcel lines are as follows:

Structure	Front	Rear	Interior Side	Exterior Side
Primary structure	6 m	6 m	2 m	3 m
Existing Carriage House	6 m	3 m	3 m	3 m
Secondary Structure	6 m	1.5 m	1.5 m	3 m

Height

4. The maximum heights are as follows:

Structure	Maximum Height
Primary structure	8 m
Carriage House with Garage Below	7 m

Carriage House without Garage Below	6 m
Secondary Structure	6 m
Fence	1.8 m

Parcel Coverage

5. The maximum parcel coverage is 35%.

Subdivision

6. The subdivision regulations are as follows:

Criteria	Regulation
Minimum Parcel Area	2,000 m^2
Minimum Parcel Frontage and Width	20 m

ATTACHMENT #3

B.C. LAND SURVEYOR'S CERTIFICATE OF PROPOSED LOCATION ON

LOT 7, DISTRICT LOT 27-G, FORMERLY KNOW AS DISTRICT LOT 27, WELLINGTON DISTRICT, PLAN 15129

SCALE 1:100

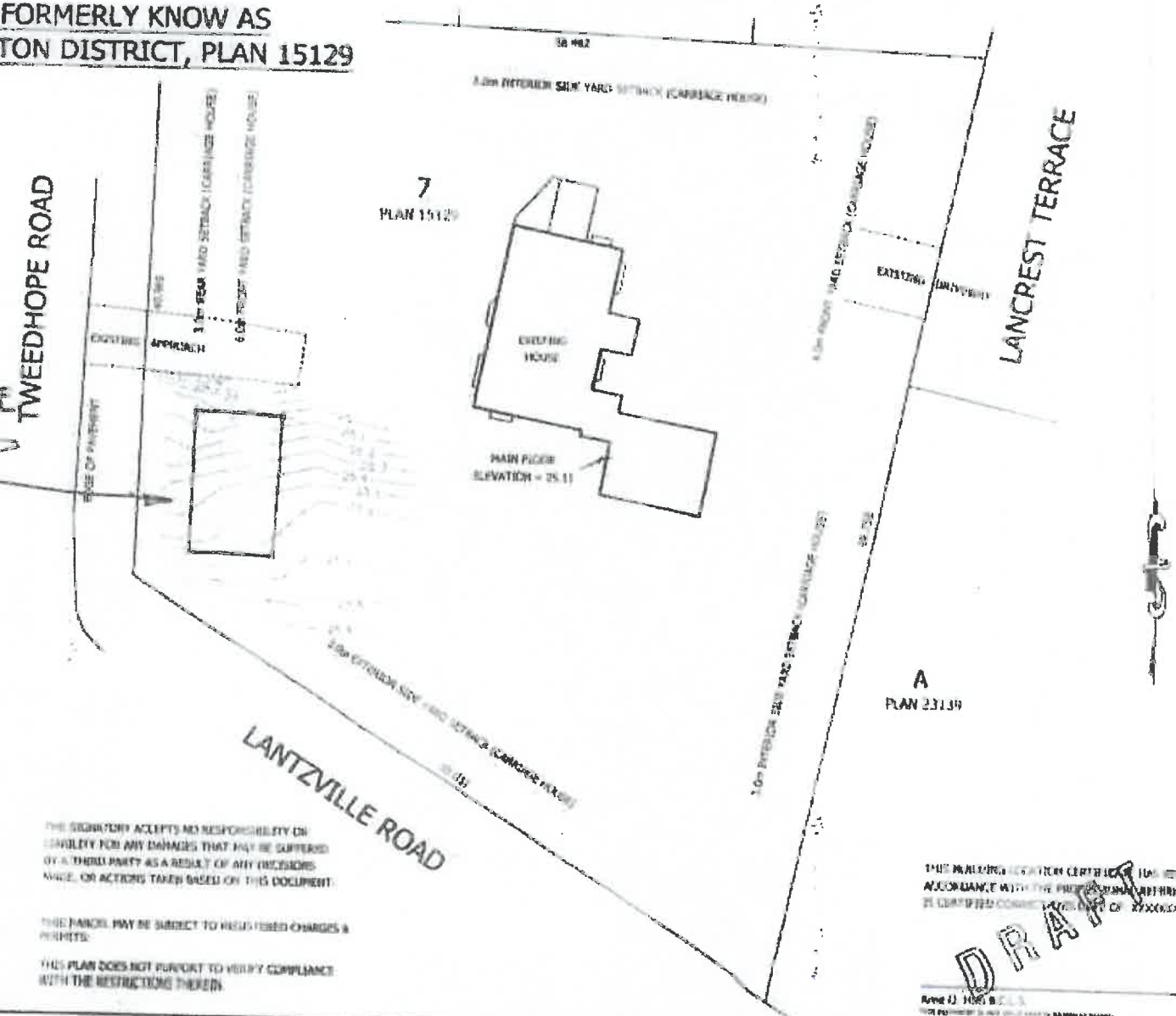
DISTANCES AND ELEVATIONS ARE IN METRES

NOTES

CIVIC ADDRESS: 7185 LANCREST TERRACE

LOT DIMENSIONS ARE DERIVED FROM REGISTERED PLANS

ELEVATION DATUM IS DERIVED FROM NRCAN PRECISE POINT POSITIONING (PPP) SERVICE



THIS PLAN PURPORTS TO POSITION ONLY THE ACTUAL AND/OR PROPOSED IMPROVEMENT(S) SHOWN RELATIVE TO ONLY THE BOUNDARIES SHOWN OF OR APPURTENANT TO THE ABOVE DESCRIBED PARCEL(S).

THIS PLAN PROVIDES NO WARRANTY OR REPRESENTATION WHATSOEVER WITH RESPECT TO THE LOCATION OF ANY OTHER ACTUAL OR PROPOSED IMPROVEMENT(S) RELATIVE TO ANY BOUNDARY OF OR APPURTENANT TO THE ABOVE DESCRIBED PARCEL(S).

THIS PLAN IS NOT TO BE USED TO RE-ESTABLISH BOUNDARY LINES.

THE SIGNATORY ACCEPTS NO RESPONSIBILITY OR LIABILITY FOR ANY DAMAGES THAT MAY BE SUFFERED BY A THIRD PARTY AS A RESULT OF ANY DECISIONS MADE, OR ACTIONS TAKEN BASED ON THIS DOCUMENT.

THIS PARCEL MAY BE SUBJECT TO REGISTERED CHARGES & PERMITS.

THIS PLAN DOES NOT PURPORT TO VERIFY COMPLIANCE WITH THE RESTRICTIONS THEREIN.

WILLIAMSON & ASSOCIATES
PROFESSIONAL SURVEYORS

THIS BUILDING LOCATION CERTIFICATE HAS BEEN PREPARED IN ACCORDANCE WITH THE PROFESSIONAL REFERENCE MANUAL & IS CERTIFIED CORRECT THIS DATE OF XXXXXXX

DRAFT

ATTACHMENT #4

7186 Lancrest Terrace from the intersection of Lantzville Road and Tweedhope facing North



7186 Lancrest Terrace from Lantzville Road facing North-East



ATTACHMENT #5

DEVELOPMENT VARIANCE PERMIT NO. DVP24-3

Permit:	3090-20-DVP24-3
Registered Owner:	John Halliwell
Applicant:	John Halliwell
Subject Property:	7186 Lancrest Terrace
Legal Description:	LOT 7, DISTRICT LOT 27-G, FORMERLY KNOWN AS DISTRICT LOT 27, WELLINGTON DISTRICT, PLAN 15129
PID:	004-186-010
Folio:	350-007952.140
Proposal:	Decrease the front parcel line setback on Tweedhope Road from 6 metres to 3 metres to facilitate construction of a carriage house

CONDITIONS OF PERMIT:

General

1. This permit applies to the Land described above and any buildings, structures or other development on the Land.

2. This permit is issued subject to compliance with all relevant District of Lantzville bylaws, except as otherwise varied or supplemented by this permit.

3. This permit varies Section 1.1 (3) of Zoning Bylaw No. 180 by decreasing the front setback of a structure from 6 metres to 3 metres along the Tweedhope Road parcel line.

4. This permit does not exempt the owner from obtaining all other federal, provincial and District approvals required to develop the Land. This permit does not constitute subdivision approval or a building permit.

5. This permit is valid for a period of 2 years from the date of issuance, after which the permit expires.

6. Authorized development is limited to construction of a carriage house within the setbacks outlined in **Schedule 1**.

7. This permit was issued on **[insert date]** and expires on **[insert date]**.

_____

George Robinson
Director of Planning and Community Services

SCHEDULE 1
Reduced Site Plan

