

Implementation & Action Plan

Some of the larger changes and development in the village commercial core will be tied to the availability of servicing, and development pressure in turn. New development can be built to comply with the concepts and policies in this plan. Some improvements could be funded through community amenity contributions from development.

Other improvements can occur in the shorter term, in a community- and municipally-driven fashion. Working collaboratively with existing active community groups will help give implementation momentum. Municipally-driven projects will be funding-dependent. Councils may decide to allocate funding to improvement projects, and staff can seek out grant opportunities from external agencies for support.

Depending on the level of interest and support from existing businesses and landowners, local area services could be created for some upgrades.

Policy Recommendations – Shaping Development over the Longer Term

Establishing the right policies is critical for shaping future development into the preferred form and character, and achieving the desired functionality over the longer term. Appropriate policies can also enable existing business and landowners to make improvements to their properties.

District of Lantzville Official Community Plan Bylaw No. 50, 2005

Strengthen the Village Commercial Core

The following policies replace policies noted in Part Two, section 6.2 of the OCP:

1. Lands in the Village Commercial Core are shown on Map No. 5, and are designated as a Development Permit Area as shown on Map No. 10 in this Plan. Guidelines for this Development Permit Area are included in Schedule 1 to the Village Commercial Core Improvement Plan.
2. Land designated within the village commercial core area is intended to support a mix of uses. Commercial, institutional, and public assembly uses are recognized as important uses within this area.
3. The District encourages the development of residential uses in the upper floors of both new and existing commercial buildings.
4. The District supports and encourages the development of locally-oriented retail and service commercial uses and professional services and offices, and will discourage franchise type businesses.
5. New drive-through uses are not supported within the commercial core.
6. Commercial buildings shall have a wall height on the street front of 2 to 3 storeys. Buildings on the south side of Lantzville Road between the CDP area and the Lantzville Hotel property may provide useable space for commercial use or residential use as a third storey within the roofline, similar to the Lantzville Hotel, to a maximum height of 10 metres above grade.
7. Commercial buildings may include an additional "lower" storey on the back of the building below street level provided the natural slope of the land permits.

8. The District will incorporate pedestrian crossings on Lantzville, Dickinson and Ware Road where appropriate.
9. The incorporation of courtyards and public gathering places within commercial and residential developments is encouraged.
10. Key view corridors such as at the intersection of Dickinson and Lantzville Road, and the intersection of Lantzville Road and Tweedhope Road, shall be preserved and supplemented with pedestrian features.
11. Development must be pedestrian-oriented. Setback areas between the front of buildings and the public right of way should only be for the purpose of enhancing pedestrian walkways and street level appeal. This may include recessed entrances, planters, shrubs, outdoor seating, public art and walkways. Off-street parking shall not be located in the front setback area.
12. Commercial and institutional development within the village commercial core should front onto Lantzville Road.
13. On-street parking along Lantzville Road should be parallel. Angled parking in parking pockets may be considered so long as pedestrian areas are adequately wide. Additional dedication of public right of way may be required, to facilitate pedestrian circulation. The District will incorporate on-street parking into its standards accordingly.
14. The District will encourage landowners to consider creating a lane behind the south side of the commercial core, expanding and lengthening the lane off of Lantzville School Road. Relocating utilities into the lane would be supported, if undergrounding utilities is not feasible. A lane could provide access to off-street parking at the rear of businesses.
15. The District will work with developers to achieve some of the improvements identified in the Village Commercial Core Improvement Plan through community amenity contributions. The following amenities would be considered desirable in conjunction with new development in or near the village commercial core:
 - a. Pedestrian improvements
 - b. Landscaping and street trees
 - c. Undergrounding utilities
 - d. Installing ornamental street lighting
 - e. Affordable housing and seniors housing
 - f. Public gathering places
 - g. Public art
 - h. Electric vehicle charging stations
 - i. Space for the farmers' market
 - j. Off-street parking
16. The District will develop a detailed streetscape plan to guide redevelopment over time, and look for opportunities to upgrade the streetscape and improve on-street parking and pedestrian flow in collaboration with existing property owners.
17. The District will explore improving and maintaining landscaping in the public right of way as street upgrades are completed.
18. The District will consider development of a sign bylaw to address size, location and materials used in signage in the Commercial Core. Until such a Bylaw is established, back lit signs will not be permitted in the commercial area. Sign guidelines are included in the Development Permit Area guidelines.

19. The District will establish a Business Liaison Committee and work with the business community to achieve mutual goals.
20. The District will consider establishing an Advisory Planning Commission, to provide comments on significant development proposals within the commercial core.
21. Community events – such as celebrations, markets and exhibits – are recognized as important for the vibrancy of the commercial core. The District will support such events, while working to maintain safety and adequate circulation.
22. The District will implement the Village Commercial Core Improvement Plan over time. Residents and community groups will be engaged in improvement projects.
23. Properties partially surrounded by the commercial core, and bordering the southeast edge of commercial core area on the north side of Lantzville Road, could potentially be designated commercial over time, as the existing commercial core area is built out. Guiding considerations for such an expansion of the commercial core designation include demonstrated demand for additional commercial, institutional and residential use, walkability, existing vacancy rates, and servicing. Alternatively, these properties could be designated Village Residential in the future, and support live-work studios, townhouses or another intensive but appropriately scaled form of residential development.

Development Permit Area Guidelines

Currently, the Official Community Plan contains both 'Design Guidelines' for the commercial core, and Form and Character Development Permit Area (DPA) Guidelines, which apply to the entire DPA (including areas designated as Village Residential). It is proposed that these guidelines be combined, and subsections be created regarding residential development and commercial development. The proposed DPA, included as a schedule to this plan, expands the objectives from form and character to also achieve goals related to energy and water conservation, and greenhouse gas emission reduction.

District of Lantzville Zoning Bylaw No. 60, 2005

An amendment to the zoning bylaw would require public consultation, including a Public Hearing, referrals, and readings by Council. The following section presents broad opportunities and recommendations, and is subject to change.

Zoning Regulations

While there are no recommended changes to the zoning for particular lots (these changes can occur over time, led by landowners and guided by the Official Community Plan), text amendments to existing commercial zones could ensure that the desired form and character is achieved over time:

- Currently, the Official Community Plan allows that buildings may be built to the edge of the public right of way, providing that pedestrian circulation is ensured. In contrast, commercial zoning schedules require a minimum 8 metre setback from the front lot line (the edge of the public right of way). Removing the minimum setback and requiring instead a maximum setback of 8 m could enable buildings locating at the front of the lot and better frame the street. Buildings should be allowed to be setback for the purposes of enhancing pedestrian street level appeal (such as creating recessed entrances, planters, shrubs, street furniture, outdoor seating, public art, plazas and walkways). To encourage locating off-street parking at the

side or rear, there could be a specification that off-street parking not be located within the front lot setback.

- Similarly, there is a policy in the Design Guidelines in the OCP stating that no side or rear setbacks are required. In the zoning bylaw, side yard setback requirements range from 2 metres to 8 metres in commercial zones. Adjusting these setbacks could increase the sense of enclosure on the street, creating more of a pedestrian-oriented main street feel.
- The Official Community Plan supports heights up to 10 metres on the south side of Lantzville Road, but the zoning bylaw limits buildings to 8 metres. Allowing 10 metres in height on the south side in the zoning bylaw would ensure the option is there for landowners to build to that height.

In addition, consideration could be given to adjusting floor area ratios and dwellings per parcel, to allow for more of a mix of commercial and multi-family residential. Currently, one dwelling unit is permitted per commercially zoned parcel. A shift to units per hectare could allow more flexibility in creating mixed use buildings. This change, since it could result in an increase in permitted density, could be landowner-led.

Parking Regulations

The following steps are recommended to improve parking:

- Review the minimum parking requirements included in the zoning bylaw. Modernize parking standards in the zoning bylaw by expanding the allowance for some provision of 'small car' spaces (e.g. with a width of 2.4 m), allowing some shared spaces, requiring bicycle parking and allowing some parking stalls to be traded for bicycle parking. The provision of on-street parking could also count towards parking stall minimums.
- Establish maximum access widths for parking and loading accesses.
- Create a parking reserve fund, to pay for upgrades to public parking, parking signage, and pedestrian infrastructure upgrades. Amend the zoning bylaw to include a policy allowing cash payment in lieu of providing off-street parking spaces.

Some parking policies are also included in the Village Centre DPA guidelines.

Landscaping Regulations

The landscaping regulations included in the "District of Lantzville Zoning Bylaw No. 60, 2005" suggest landscape buffer provided within the setback area of a parcel adjacent to Lantzville Road to provide vegetative landscape separation between industrial, commercial and multiple dwelling unit development uses of the parcel. The requirement for a landscape buffer is 5 meters in width. This standard may have been created when the road was the jurisdiction of the Ministry of Transportation and Infrastructure, and when it was the Island Highway. Today, the District could be better served with different landscaping standards, to help beautify the commercial core.

The Landscaping Regulations and Standards could be amended to add specifics as to when a landscape buffer is required, and exempt most commercial uses from this requirement. Screening requirements for off-street parking could be specified as well.

In addition to landscaping and screening regulations in the zoning bylaw, on-site landscaping can be regulated through guidelines in the development permit area guidelines. Landscaping within the public right of way can be controlled through standards in the Subdivision and Development Bylaw.

District of Lantzville Subdivision and Development Bylaw No. 55, 2005

The streetscape concept outlined in previous sections will be given more detail as additional analysis takes place. Once a detailed streetscape concept plan is created, taking into consideration the location of utilities and the potential for ecological storm water management features, an amendment to the "District of Lantzville Subdivision and Development Bylaw No. 55, 2005" to specify requirements within the village commercial core area could be undertaken. The following points should inform such an amendment:

- Frontage improvements such as sidewalk improvements, undergrounding utilities, and landscaping could be provided through development when feasible. Specifics should be incorporated regarding when these frontage works will be required (e.g. at subdivision, but also potentially at the Building Permit stage, if the Building Permit is over a certain value, for example). This policy will need to be crafted carefully, such that it does not deter improvements to existing buildings.
- Cross-sections for the village core streetscape should be incorporated into the bylaw.
- Sidewalk standards should be incorporated into the bylaw. Sidewalks need to be flat, uninterrupted, and wide enough to be accessible for parents pushing strollers, wheelchair users, and vision-impaired residents (at least 1.5 m, ideally 2 m or more, with a vertical clearance of at least 2 m). Transitions between sidewalks and accesses (driveways) or intersections need to be accessible as well (see FCM's "Sidewalk Design, Construction, and Maintenance" best practices manual, and consider requiring raised tactile surfaces or grooves in ramps, for those with visual impairments).
- Details for landscaping and street trees should be incorporated into the bylaw (for greenery within the public right of way). Drought-resistant and native plant species should be used. Street trees would need to be integrated carefully, ensuring that smaller species are selected, so as to not interfere with overhead utilities, and adequate root barriers or 'silva cells' limit damage caused by roots but allow for tree health.
- Standards for lighting should also be incorporated into the bylaw, to implement the policy in the OCP that the District will use technology that results in "dark sky" lighting in all new or replacement street lighting and for exterior lighting for new development or redevelopment in commercial and industrial areas. Full cut-off flat screen lenses would be preferred.
- Standards for on-street parallel parking should be incorporated into the bylaw. Standards for angled parking in parking pockets could be incorporated as well, for cases where pedestrian areas are adequately wide.

Sign Bylaw

The Regional District's Sign Bylaw No. 993 currently applies within the District of Lantzville. This bylaw provides some parameters for signs on properties, but could be replaced with a District of Lantzville sign bylaw, providing more detailed standards, and supporting the development of signage that matches the desired character for the village commercial core area. In the meantime, sign-related guidelines are incorporated into the Village Centre Development Permit Area.

Heritage Conservation

Consideration should be given to creating a Community Heritage Register, with the goal of protecting and celebrating heritage assets. Some of these would be within the village commercial core, but there are likely other buildings and places with heritage value outside of this area.

Improvement Projects – Actionable Opportunities

The following sections provide a number of improvement project ideas that are actionable in the short and longer term.

Smaller Improvement Projects

Some of the following improvement projects can be implemented in collaboration with community groups. Others can be community-driven. Involving residents in improvement projects is recognized as an opportunity to foster a stronger sense of community for families, youth, new residents, and visitors. Where possible, involving volunteers in designing and implementing improvement projects can also help keep costs low.

1. Place 'Welcome to Lantzville' signs on the highway directing passersby to the village core – in addition to the existing provincial highway signage. Although it is outside of the village commercial core, providing attractive signage on the highway could alert passersby to the existence of the village core area, and potentially generate some additional visits.
2. Create a welcome monument or sign at the beginning of the commercial core, potentially located at the northwest corner of Lantzville and Ware Roads, or at the northeast corner of Lantzville and Caillet Roads.



Signs and welcome monuments in Gibsons and Ladysmith

3. Enhance the gravelled area in front of the Lantzville Plaza by placing a bus shelter in that location, complimenting the desired character of the village commercial core. Consider using wood, or achieving a heritage feel.



A bus shelter in the UK



Bus shelter in Revelstoke



A bus shelter in the UK

4. Look for opportunities to enhance the connection between the village core and the waterfront, such as by working with the Parks and Recreation Commission to identify

the routes to beach access points, installing public art that frames the view, or painting feet or sea creatures from Lantzville Road and Dickinson Road down to the beach access at Lavender Road or Tweedhope Road.



A frame in Maffeo Sutton Park in Nanaimo prompts many visitors to take a picture.



A 'rainway' on St George Street in Vancouver provides a visual connection to an underground stream. A similar approach could show footprints and sea shells leading to the beach.

5. Enhance the connection between Huddlestone Park and the village commercial core. Work with the Parks and Recreation Commission and affected groups to explore trimming vegetation between the park and the Heritage Church, potentially removing part of the fence and some of the vegetation. This could make the church more visible when approaching from the west, open up the view to Huddlestone Park from the east, and thereby enhance safety through creating more visibility.



6. Work with community groups and the school to beautify and better delineate pedestrian areas near the school, such as by brightly painting the cross-walk across Lantzville Road at School Road, and painting some of the utility poles near the school.



Fernwood's Pole Painting Project



New crosswalks in Tofino feature a fish motif

7. Support community groups and artisans to hold community events – such as farmers' markets, celebrations or exhibits. Potential ideas include art and home based business displays or a fun run/walk/cycle.
8. Increase parking signage, to improve utilization of available spots. Explore delineating parking spots in existing public parking areas to yield more spaces.
9. Work with businesses to beautify their storefronts. As an example, planter boxes or other landscaping could be stewarded by business owners and operators. Support this project through group purchasing of features such as planter boxes or baskets, and celebrating the most attractive storefronts.

10. Install benches in select locations in the public right of way. Rustic street furniture that connects Lantzville’s village core with its seaside position is supported. Community members could be involved in designing and potentially building benches.



11. Consider beautifying utility poles, such as by running a community contest to develop banners to mount, or hanging flowers. Consult with BC Hydro in advance.



Utility pole in Cumberland



Lighting, hanging baskets, and banners line the street in Gibsons

Larger Improvement Projects

1. **Create a detailed streetscape design**, taking into consideration the location of utility poles, hydrants and travel lanes. Engage property owners in this process, seeking opportunities to collaborate and **move forward proactively on improvements in some areas**. In other areas, upgrades may need to wait until redevelopment occurs. Care should be taken to create minimal disturbance to the commercial core during upgrades. As such, careful consideration needs to be given to the sequencing and integration of various interrelated streetscape upgrades. Some upgrades can occur independently, while others are more interconnected (those upgrades that require digging up pavement or resurfacing). The following are various aspects of this streetscape upgrade project recommendation:
 - a. Work with property owners to **reorganize on-street parking**, narrowing accesses to off-street parking, and shifting parking away from front setbacks and into the right of way where possible. Consider leaving sufficient space for an on-street bike lane in the westward direction, or lanes wide enough to accommodate cyclists. Property owners will need to be engaged in the development of the detailed streetscape concept before on-street parking is reorganized. In some areas, parking could be reoriented simply by repainting the stalls.

- b. Create delineated pedestrian areas, at least 2 m wide on each side, and bike lanes where possible, and **improve the surface treatment of pedestrian areas** over time, as property owners become interested and as redevelopment occurs. Areas are already currently paved, and could be identified and delineated with paint and possibly landscaping features as an interim measure.



Planter boxes delineate a new bike lane in Vancouver. This is an example of the kind of tools that could be used to delineate pedestrian areas.



The pedestrian lane on the north side of Lantzville Road is currently painted in. This approach could be replicated in the shorter term, to outline a pedestrian area, but relocated to the outside of the road right of way, with on-street parking further to the inside.

In the longer term, pavers or stamped concrete could be used. Gravel pathways would be acceptable in some areas, but these are less accessible for residents with mobility challenges.



An example of ornamental sidewalk treatment in Ladysmith



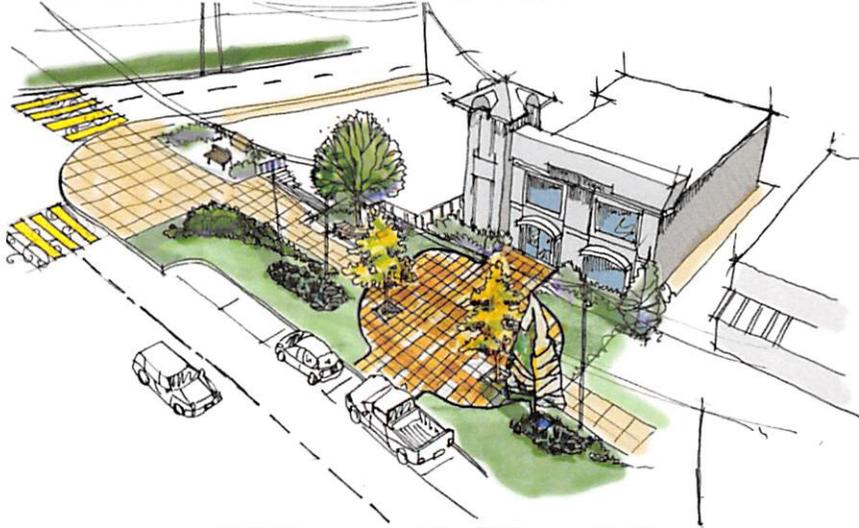
Curving pathways of pavers or gravel could constitute a secondary network of pedestrian connections.

- c. Incorporate **traffic calming** features such as pedestrian bump-out areas, and additional crosswalks and speed bumps.
- d. Address **storm water management** in an ecologically sensitive way. Rain gardens, bioswales and constructed wetlands should be integrated into the streetscapes as features.
- e. **Improve landscaping** within the public right of way, and dedicate resources for maintenance. The details of the landscaping to be incorporated should be included in the detailed streetscape design. Street trees are supported where feasible. Interim improvements could include potted features.
- f. Install **street furniture** such as benches at regular intervals in the pedestrian areas or utility corridors within the public right of way.
- g. At the time of streetscape upgrades, consider whether **undergrounding or relocating utilities** would be financially feasible. Consider adding

ornamental street lighting. If undergrounding utilities is still unfeasible, other upgrades can still go forward. Consider re-wiring select utility poles.

2. Create a **public plaza** area in front of the District Hall, joining up to the neighbouring landscaped area created by Rotary. The District could lead in creating comfortable and attractive public spaces in the village core, by creating a landscaped area in front of the District Hall, with some greenery and seating. Care would need to be taken to keep some accessible on-street parking, but this could be moved into the road right of way.

Conceptual illustration of a sample concept for a gathering place:



Wrapped into this project or as an independent project, the District could work with the Rotary Club and the Parks and Recreation Commission to improve the landscaped area beside the District Hall, possibly expanding it, and making it more of a focal point. A garbage bin could also be installed. In conjunction, the parking area could be redesigned to define and maximize the number of parking spaces.

3. Work with the groups that are currently party to the use agreement over the District-owned parking lot on the tennis court property to enhance and potentially expand the **gravelled parking lot area**, creating additional spaces if needed. Consider opening this up as public parking upon expiry of the use agreement in 2018, while ensuring there is adequate parking for the groups that currently use it. Improvements could potentially be funded through 'cash-in-lieu' contributions from redevelopment in the District core.
4. Consider **strategic acquisition of parcels** for additional public gathering places in the village commercial core, and potentially seniors housing and public parking areas. Work with property owners to establish 'first right of refusal'.
5. **Economic incentives** could be explored, to support revitalization in the commercial core. This could take the form of a Revitalization Program Bylaw (including initiatives such as tax exemptions for improvements or new development), or the use of policy options such as a façade improvement program. Ideally the District could collaborate more closely with the Lantzville Business Improvement Association and the broader business community over time, finding ways to support the work of the business community and collaborate on improvement projects and programs.

Acknowledgements

The following groups and stakeholders are thanked for their role in the development of this plan:

- The Select Committee of community members, appointed by Council, volunteered their time and shared their expertise and perspectives, giving many evenings to Committee meetings, visiting other towns for inspiration, participating in the Design Workshop, and hosting public engagement events.

Select Committee Members:

Russell Beales

Gary Peters

Virginia Fenton

Dean Pirozzini

Nancy Gillies

Ian Savage

Darwin Mahlum

Graham Savage (Councillor)

Jennifer Millbank (Councillor, Chair)

- CitySpaces Consulting, with support from Boulevard Transportation and Matthew Roddis Urban Design, led the Design Workshop that was a critical step in the plan development.
- District of Lantzville staff, including Community Planner Meredith Seeton, Director of Public Works Fred Spears, and Chief Administrative Officer Twyla Graff, guided the plan development.
- Regional District of Nanaimo and Town of Qualicum Beach planning staff also shared expertise and perspectives, informing the plan.
- Residents lent their time and expertise at the Participatory Meeting in advance of the Design Workshop, as well as public engagement events as the plan was shaped, providing important input and ideas.

Schedule: DPA V – Village Centre

The following replaces Part Three section 11.6 in the Official Community Plan:

11.6 DPA V – Village Centre

11.6.1 Category

Pursuant to Section 919.1(d), (e), (f), (h), (i), and (j) of the *Local Government Act*, all land within the Village, including the commercial core and the Village Residential area, is designated a development permit area, as shown on Map No. 3.

11.6.2 Justification

Goal 3 in this Plan is to strengthen the Village, the historical and commercial centre of Lantzville. It is the objective of the designation DPA V to provide guidelines for the form and character of commercial, multi-family residential and intensive residential development, as well as any revitalization of the commercial core (such as the (re)development of institutional uses). 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.

Goal 4 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, promote water conservation, and promote the reduction of GHG emissions. Appropriate site planning, form and exterior design, and features can have a significant impact on water and energy use and GHG emissions.

11.6.3 Guidelines

A. Guidelines Applicable to All Land Uses

1. A development permit will be required for any subdivision, development, redevelopment or the construction of any building or structure within the Village DPA. A development permit will not be required for interior alterations to buildings.
2. The policies contained in Part Two, Sections 6.2, 7.2 and 8.2 apply to this area.
3. The development permit application must include a site plan showing, as a minimum, the following:
 - the location, design and visual character of all buildings and structures, including signage;
 - the location of roads, vehicular access and parking areas;
 - the location of pedestrian 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; and
 - a landscaping plan.

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:
 - Providing adequate pedestrian level lighting 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 onsite, outdoor common areas from unit windows;
 - Exterior unit entrances/exits should be designed and sited to facilitate 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 to promote informal surveillance through a high level of visual oversight.

Relationship to the Street, Public Realm & Pedestrian Orientation:

8. All site plan layouts will accommodate pedestrians and be accessible to wheel chairs:
 - 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 should 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.
10. Design should account for solar exposure to public and private spaces.

Landscaping & Screening:

11. Development projects should retain as much of the natural vegetation on site as practical. 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 off-set 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 the 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 landscaping is encouraged. Invasive species will not be used as landscaping.
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 or irrigation use, is encouraged.
20. Vegetated channels such as bioswales in place of concrete storm channels and drains to capture, store and slowly release rainwater are encouraged.

Parking, Loading & 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 parking is permitted but it must incorporate well-designed architectural elements on facades that face the street or other buildings.
25. Provision for public transit services, 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 common 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. As much as possible, 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.

B. Guidelines for Residential Development

32. With the exception of seniors housing, multi-family housing will be designed with ground-level entry and should be a mix of one- and two-storey heights.
33. Multi-family housing developments will be designed in such a way as to ensure ample open space and pedestrian paths. Shared amenities such as courtyards and community gardens are strongly encouraged.
34. Multi-family housing developments will be designed in such a way as to facilitate recycling collection and composting.
35. Multi-family housing should include bicycle storage facilities.
36. District energy or heating systems are encouraged where viable.

C. Guidelines for Commercial and Mixed Use Development

Form & Character:

37. A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site.
38. The use of local building materials such as wood is encouraged.
39. Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features.

40. A relaxed feel is supported, rather than architectural styles that look too expensive or resort-like.
41. 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.
42. New development should support the ‘village scale’ of the commercial core.
43. On sites at street corners, the roof design should emphasize the corner.
44. 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.
45. Second and third 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 to preserve significant ocean views.

Building Materials & Colour:

46. The use of natural materials or materials that replicate the aesthetic of natural materials such as cedar shingles, wood, logs and stone is encouraged.
47. Historic colours, such as taupes, browns, greys, white and pastels are supported, and complimentary colours are supported as well.
48. Exterior trim and architectural features should be robust and weather resistant.

Relationship to the Street, Public Realm & Pedestrian Orientation:

49. Buildings fronting along Lantzville Road should be oriented to Lantzville Road.
50. 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.
51. Building facades should be designed in ways that express individual storefront identity.
52. 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, public art, plazas and walkways.
53. 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.

54. Short walkable distances between storefronts and generous provision of windows are encouraged.
55. In mixed use buildings, locating residential uses above commercial uses is encouraged.
56. 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.
57. Natural light penetration under overhangs, eaves or awnings should enhance private and public outdoor experience.
58. All commercial development will provide a minimum of one rest bench. Rest benches that fit the character of the village are encouraged.
59. Parcel coverage may be varied to provide public amenities like gathering places.
60. Sunny sitting-out areas are encouraged throughout the 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.
61. Ornamental, decorative and sculptural elements are encouraged in building design or freestanding on the site.

Signage:

62. Signage will generally be unobtrusive and designed in such a manner as to be complementary to the form and character of the “village” appearance.
63. Signage should be clear and readable.
64. The use of carved wood for signs is encouraged. Backlit signs are not permitted.
65. Where more than one business fronts a street under a single awning, there should be no more than one awning sign per business.
66. Facia signs may be located on the exterior front wall, side wall(s), and rear wall of a building.
67. 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 than 2.5 metres above the sidewalk.
68. Freestanding signs using carved wood and incorporating ornamental, decorative or sculptural elements are permitted.
69. Sandwich board signs must not obstruct pedestrian circulation.

Parking, Loading and Access

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

71. Where access via a lane or side street is not possible, vehicle access and egress will be limited to one driveway.
72. New curb cuts will be avoided or minimized on Lantzville Road. Sharing an access with a neighbouring development is encouraged.
73. 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.
74. 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.
75. A reduction in parking spaces based on a mix of complimentary uses, different peak time usage or other factors may be considered. A parking study may be required.
76. All commercial development will provide a minimum of one bike rack. Bike shelters and bike storage facilities are encouraged.

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