

8.5.1 What is Density Bonusing?

A density bonus is a policy that allows developers to attain additional density of use on a development site (e.g., more housing units or floor area) than otherwise allowed, if the development plan allows for additional parks, open space, trails, heritage protection, housing choice, clustering, innovation, or other amenities as defined in the OCP than the minimum normally required under the *Local Government Act*.

8.5.2 What is Density Averaging and Clustering?

The OCP sets base, as well as maximum gross density after density bonuses. These vary by land use designations in Section 5. The gross density has the effect of setting a maximum number of units that could be developed on a land area, if all density bonus requirements were met. Landowners and developers have the choice of proceeding under the base density, without bonuses, or to apply for additional gross density by meeting the requirements in the OCP (see Table 4 and Table 5 in Section 8.5.5), which, among other requirements, trigger public engagement associated with Density Bonus applications).

Density Averaging is a policy provision that allows a variation in the average land/unit. Because of the fixed maximum number of units permitted on the entire site, if the development includes units with land area smaller than the average, it also must include units with land area larger than the average, or dedicate additional public open space. Density averaging may be implemented by provisions in a Zoning or Subdivision Bylaw, which may allow a reduction to 60% to 80% of the minimum lot size, provided the overall gross density is not exceeded. If density averaging is employed, it results in larger lots or additional public open space balancing the smaller parcels.

8.5.3 Why Density Bonusing, Averaging, and Clustering?

Lantzville has indicated strongly that it wishes to:

- ▶ Maintain community characters, ranging from rural through semi-rural to village;
- ▶ In new development, avoid cookie-cutter, homogeneous subdivisions;
- ▶ Protect sensitive areas and maintain natural and forested areas close by, including a forested backdrop to existing and new development;
- ▶ While protecting and buffering the character of existing neighbourhoods, encourage a range of housing choice. While dominated by single-family, there has been interest expressed in a range of lot sizes and some multi-family opportunities in the Village and Special Planning Areas.
- ▶ Encourage high percentages of public and semi-private open space and to create an interconnected open space and trails system extending from foreshore to foothills.
- ▶ Encourage innovative developments that showcase leadership in sustainability, meeting environmental, economic, social, and cultural goals as well as GHG and climate change resilience targets.

8.5.4 Illustration of Special Area Plan Neighbourhood Choices

Diagrams on the following pages (Figure 49 to Figure 52) show various applications of Density Bonusing, Averaging, and Clustering to meet community objectives. The example uses a typical development parcel of approximately 16 hectares (400 m x 400 m). The illustrations are to show principles, which would need to be adapted to a given development site. Actual developments are encouraged to have a “curvilinear” layout rather than the straight streets shown in these simplified examples.

Two illustrations (Figure 49 and Figure 50) shown “uniform” subdivision pattern without using density averaging and clustering. The latter two illustrations (Figure 51 and Figure 52) include density averaging and clustering including a wide range of single-family parcel sizes with some multi-family.

Figure 49 meets only a “large lot size” objective, but not public open space, housing choice, and innovation objectives. Figure 50 and Figure 51

meet some objectives, while Figure 52 has the potential to meet all objectives.

The visualizations show the differences in protected public green space and trails networks. Trees on private lots (retained or planted) would be variable depending on the homeowner’s decisions over time. Buildings shown are typical sizes. All dimensions and sizes are nominal and would vary.

The policies in the OCP for Density Bonusing, Averaging, and Clustering would allow any of these four scenarios (and variations) to be considered by the community and Council as part of a Special Plan Area process. Decisions on what approach to approve would be informed by the required community engagement and planning process for Special Plan Areas, and after public process and public hearing, by decision of Council regarding Special Area Plan adoption and rezonings.

Figure 49: Neighbourhood choice low range uniform

Low Range Uniform Option



5 uph Gross Density - 80 units on 16 Ha:

- min. (5%) statutory parks dedication;
- ESA covenanted but not dedicated;
- Subdivision mix of:
 - » primarily 25 m x 54 m (0.135 ha - 1/3 acre) single-family lots,
 - » some 0.2 ha (1/2 acre) lots

Does not meet public open space, housing choice, and innovation objectives.

Figure 50: Neighbourhood choice mid-range uniform

Mid Range Uniform Option



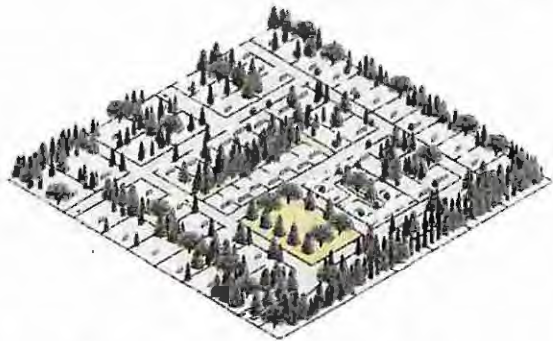
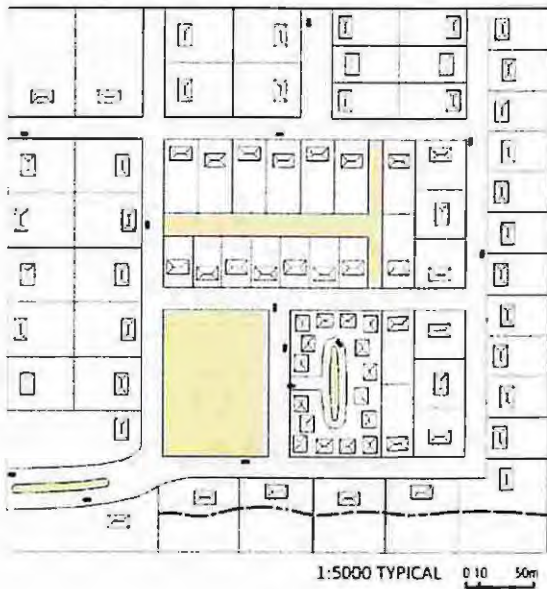
8 uph Gross Density - 128 units on 16 Ha:

- 5% stat plus 15% bonus = 20 % parks dedication;
- ESA area dedicated to public;
- Subdivision mix of:
 - » all 20 m x 29 m (0.058 ha - 1/7 acre) single-family lots

Meets public open space objective, but falls short on housing choice and innovation objectives.

Figure 51: Neighbourhood choice low range varied

Low Range Varied Option



5 uph Gross Density - 80 units on 16 Ha:

- min. (5%) statutory parks dedication;
- ESA covenanted but not dedicated;
- Subdivision mix of:
 - » 50 m x 80 m (0.4 ha - 1 acre),
 - » 50 m x 40 m (0.2 ha - 1/2 acre),
 - » 25 m x 54 m (0.135 ha - 1/3 acre),
 - » 24 m x 33 m (0.08 - 1/5 acre) single-family lots, and
 - » an area of one-storey multi-family cluster development

Meets housing choice objective. Does not meet public open space and innovation objectives.

Figure 52: Neighbourhood choice high range varied

High Range Varied Option



10 uph Gross Density - 160 units on 16 Ha:

- 5% stat plus 15% bonus = 20 % parks dedication;
- ESA area dedicated to public;
- Subdivision mix of:
 - » 50 m x 40 m (0.2 ha - 1/2 acre),
 - » 25 m x 54 m (0.135 ha - 1/3 acre),
 - » 25 m x 40 m (0.10 a - 1/4 acre),
 - » 24 m x 33 m (0.08 ha - 1/5 acre),
 - » 20 m x 29 m (0.058 ha - 1/7 acre) single-family lots, and
 - » one- and two-storey multi-family clusters

Meets public open space, housing choice, and potentially cluster/ innovation objectives.

8.5.5 Density Bonus Types

Table 4 introduces four types of Density Bonus, associated amenities, and calculations to gain the bonus.

Table 4: Density Bonus Types

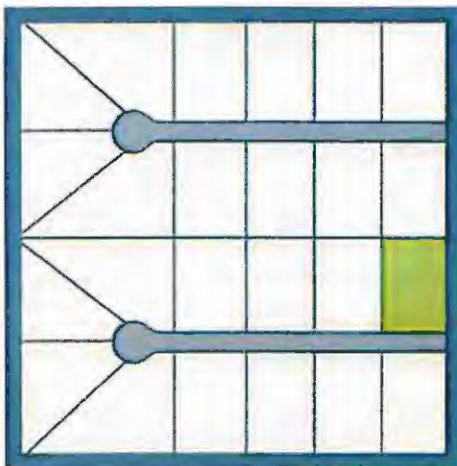
DENSITY BONUS TYPE	AMENITIES THAT MUST BE PROVIDED (Details negotiated prior to rezoning with approval by Council)	BONUS CALCULATION (For land dedication above 5% statutory parks dedication)
1: ESA Dedication Bonus (only applies to properties with environmentally sensitive features)	» Dedication of Environmentally Sensitive Areas (ESAs) defined under watercourse protection, sensitive ecosystem protection, or coastal protection development permit, and acceptable to the District.	» 1 uph per 20% of parent parcel dedicated
2A: Parkland / Trail Dedication Bonus in "Residential" Land Use Designations	» Dedication of usable land (i.e. not hazard or ESA lands) for park or trail corridor » Completion of park / trail improvements, and acceptable to the District	» 1 uph per 10% (was 6%) of parent parcel dedicated
2B: Parkland / Trail Dedication Bonus in "Special Planning Areas"	» Dedication of usable land for park or trail corridor » Completion of park / trail improvements and acceptable to the District	» 1 uph per 4.25% of parent parcel dedicated
3: Cluster / Housing Choice Bonus in "Special Planning Areas"	» Provision of a range of housing choice through inclusion of both smaller and larger options than the target average. Using clustering and density averaging to provide additional public or semi-private* open space, acceptable to the District.	» Varies – see Section 8 » Negotiated case-by-case based on merits of proposal and approved by Council
4: Innovation Bonus in "Special Planning Areas"	» Leading-edge innovation in environmental, economic, or social sustainability	» Varies – see Section 8 » Negotiated case-by-case based on merits of proposal and approved by Council

* semi-private means strata common area with public access covenant or equivalent

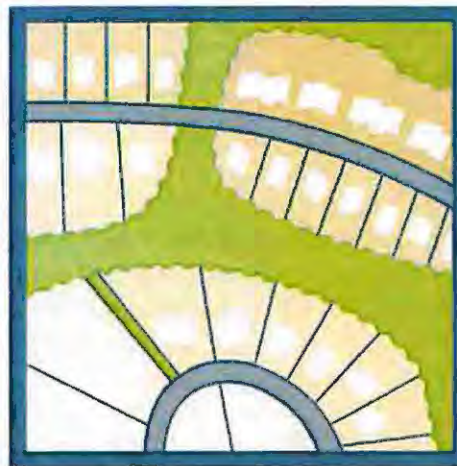
8.5.6 Density Bonus Policies

1. The District may allow density bonus, without amendment to the Official Community Plan, up to a maximum bonus density in gross units per hectare calculated in accordance with Table 4, Section 5.2.7 (Residential Areas), and Section 11.1 (Special Planning Areas). Approval of Density Bonus is subject to the proposal meeting the conditions for density bonus in Table 5, to the satisfaction of Council.
2. The calculation of allowable Density Bonus may be pro-rated between the minimum and the maximum extra gross density based on how effectively the proposal meets the criteria in Table 5, as determined by Council. Engagement processes and drawings/reports required in Table 5 may be combined if more than one density bonus is being applied.
3. The District encourages use of Density Averaging to avoid “cookie cutter” or “uniform” subdivision patterns, and to increase housing choice. Examples of clustering are shown in Figure 53. A Density Bonus for Housing Choice / Clustering is described in Table 4 and Table 5.
4. Density Averaging provisions in the Subdivision Bylaw may be reviewed to allow a reduction in minimum lot size of up to 60% provided the overall gross density is not exceeded. This results in larger lots or additional open space balancing smaller parcels.
5. The District encourages developers to invent or bring leading examples of innovation to Lantzville. Examples of development innovations are illustrated in Figure 54. A Density Bonus for Innovation is described in Table 4 and Table 5.

Figure 53: Comparing Conventional and Cluster Subdivision



Conventional Subdivision: Typically includes lots that are of similar size, distributed over most of a parent parcel.



Clustered Subdivision: Encourages a variety of lot sizes with a mix of housing types, potentially including single-family and multi-family, distributed over less of a parent parcel, reserving open space.

Figure 54: Examples of innovation



Innovative low-cost non-market housing (e.g., co-op housing, cabins, tiny homes, etc.)



Fully developed passive energy subdivisions



Innovative seniors-oriented or affordable housing (e.g., cottage cluster, etc.)



Fully Developed zero-emission vehicle subdivisions / homes



Innovative Farm or open space clusters



Fully developed low energy (semi-off grid) subdivisions (e.g., solar, geothermal)



Accessible / adaptable housing (e.g., wheelchair-friendly subdivisions)



Fully developed rainwater harvesting subdivisions / homes for non-potable uses

8.5.7 Density Bonus Criteria

Table 5: Density Bonus Criteria

Minimum Requirements for Base Density / Approval
<input type="checkbox"/> Community Water and Community Sewer supply
<input type="checkbox"/> Hazard and Geotechnical mapping, assessment, and protection
<input type="checkbox"/> Biology Inventory and Vegetation Cover mapping and assessment, with protection of Environmentally Sensitive Areas (e.g., dedication of watercourse, covenant of riparian area)
<input type="checkbox"/> Watercourse, Storm water Management, and Hydrogeology Assessment, with watercourse, wetland, riparian area, and aquifer protection, storm water source controls, erosion and sediment controls
<input type="checkbox"/> Transportation and Traffic analysis, road improvements, and mitigating measures
<input type="checkbox"/> Statutory Parkland Dedication (5%) or cash in lieu as determined by the District
<input type="checkbox"/> Trail linkages where shown on OCP maps (journeyways, greenways, public ways)
<input type="checkbox"/> Development permit drawings and guideline implementation as required (e.g., including form and character for MF / Commercial / Industrial and Mixed-Use projects)
Minimum Requirements for ESA Dedication Density Bonus (in addition to base requirements)
<input type="checkbox"/> Environmentally Sensitive Area land / water dedication to District or approved Non-Government Organization (NGO)
<input type="checkbox"/> Community Amenity Contribution or equivalent investment in public trails
Minimum Requirements for Parkland/Trail Density Bonus (in addition to base requirements)
<input type="checkbox"/> Public engagement on parkland / trails system and completed mapping / report to address: <ul style="list-style-type: none">• Forest backdrop guidelines (e.g., maximum clearing dimension of 250 m between forest buffers)• Vegetated buffers to adjacent residential / ALR areas• Locations, linkages, and minimum widths of proposed public open space and forest buffers, in context with existing buffers on adjacent lands (e.g., along E&N rail corridor or public rights-of-way)• Phased / limited clearing plan for development areas, including schedule for retaining forest cover on undeveloped lots
<input type="checkbox"/> Dedication of parkland additional to the 5% statutory minimum or cash-in-lieu as determined by the District, with density bonus in accordance with the calculations on Table 4

- Funding of District of Lantzville and neighbourhood signage at the nearest entrance into Lantzville (e.g., Island Highway at Superior Road, Ware Road, or Aulds Road, Lantzville Road at Schook Road)

- Detail design of parkland management, including forest to remain, selective clearing or vegetation management, replanting, trails system routing and grading, standards, and design of other parkland improvements such as signage, site furniture, play areas, or limited manicured areas, to the approval of the District

- Community Amenity Contribution or equivalent investment in public park improvement and trails

Minimum Requirements for Housing Choice / Cluster Density Bonus (in addition to base requirements)

- Public engagement on proposed range of housing choices and clustering, with completed site plan / visualization / report to address:
 - Site plan showing the range of housing types and clustering proposed, including their location, typical scale of housing units in relation to proposed public and semi-private* open space, streets, right of way, and lot lines
 - Architectural and Landscape Architectural development permit drawings, including irrigation/water conservation plan, of proposed Intensive Residential, Multi-family, or Commercial / Mixed-Use developments
 - 3D visualization showing relative scale and height of proposed housing types and clusters in relation to forest backdrop or buffers
 - Proposed trail linkages, both public and semi-private*
 - Phased / limited clearing plan for development areas, including schedule for retaining forest cover on undeveloped lots
- Implementation of a range of housing choice and clusters, including housing suitable for:
 - Seniors in various stages of empty-nester through later stages
 - Families with children
 - Youth and starter households
 - Special needs or disabled
 - Affordable housing options
 - Single-family and multi-family forms of tenure, or other options (e.g., co-op, rental)
 - In the Village Area, provision of under-building and/or under-plaza parking that allows for a more pedestrian-oriented and accessible combination of commercial, courtyard, and residential / tourism uses
- Detail design of facilities or open spaces that will be accessible to the public, including trails and semi-private open space* (either forested or manicured)

-
- Community Amenity Contribution or equivalent investment in public park or amenity improvement and trails
-

Minimum Requirements for Innovation Density Bonus (in addition to base requirements)

- Public engagement on proposed innovations, with completed site plan / report to address:
 - Site plan showing the innovations proposed, including their location, typical scale, and relationship to right of way and lot lines
 - Visual and data information on precedents for the innovation elsewhere (if applicable)
 - Architectural and Landscape Architectural development permit drawings, including irrigation/water conservation plan of proposed Intensive Residential, Multi-family, or Commercial / Mixed-Use developments
 - 3D visualization or analysis drawings showing access to light for solar-oriented innovations or micro-climate amelioration and seasonal variation for passive solar buildings and sites
 - Proposed pilot demonstration, monitoring, and timing/scope of reporting on performance
 - Implementation of a range of innovations, which may include but are not limited to:
 - Innovative seniors-oriented housing (e.g., cottage cluster, small-scale seniors group homes)
 - Innovative low-cost non-market housing (e.g., co-op housing, cabins, tiny homes)
 - Innovative farm or open space clusters (outside the ALR)
 - Accessible housing (e.g., wheelchair friendly or reduced mobility provisions)
 - Adaptable housing (e.g., where parts of units could convert from family bedroom/den to rental suite, or where kitchens and bathrooms may convert to allow for aging in place)
 - Fully developed passive home subdivisions or developments
 - Fully developed zero-emission vehicle subdivisions / buildings
 - Fully developed low energy (semi-off-grid) subdivisions or buildings (e.g., solar, geothermal)
 - Fully developed rainwater harvesting subdivisions / buildings, for non-potable uses
 - Leading innovations in storm water management, water conservation, and aquifer management, including street / lot tree cover (e.g., min 25% tree cover) and impervious area management (e.g., max 50% impervious), storm water source controls, and low-water use landscape and buildings
 - In the Village Area, provision of strong indoor / outdoor commercial uses and high-amenity spaces that create a unique quality for Lantzville, distinct from nearby communities, and attractive to a wide range of residents and visitors
 - Detail design and/or standards for innovations that are proposed on public land or that will be accessible to the public
-

**semi-private means strata common area with public access covenant or equivalent*

8.6 Community Amenity Contributions

The District may consider a policy, with details outside the OCP, to support Community Amenity Contributions (CAC) associated with rezonings for new development.

Community Amenity Contributions are payments associated with rezoning from developers to the District. They are approved by Council as a part of negotiation of rezoning, and are over and above Development Cost Charges. Unless invested voluntarily by the developer in approved amenities, the funds are kept in District reserves and invested in projects that improve the quality of life of the neighbourhoods and the community.

8.6.1 Policies

1. Consider developing a Community Amenity Contribution Policy that identifies the types of projects that are to be funded. These may include, but are not limited to:
 - Development of parks and trails
 - Development of recreation amenities (sports fields, playgrounds)
 - Investments in community infrastructure in excess of that required by the development
 - Recreation or cultural sites / buildings (e.g., improve or replace Costin Hall)
 - Fire protection or other safety measures (e.g., new fire vehicles or hall)
 - Community beautification, entrance signage, streetscape
 - Waterfront improvements



Figure 55: Community Amenity Contributions support quality of life improvements

9 | Goal 6: Develop Community Infrastructure

Resolution of the community's water and sewage treatment and disposal concerns is the most critical infrastructure issue to be addressed. A safe, clean supply of water and environmentally responsible sewage disposal are essential to the overall health and well-being of the natural and social environment, and to provide options for change. The current aquifer-based water supply system has reached its capacity in terms of available supply. The uncertainty associated with the community water supply, as well as the potential impact of development on groundwater quality and quantity of further development is a concern to the majority of Lantzville residents, who want to be assured of a reliable supply of clean, safe water. Although there are a few communal sewage treatment systems in the community and two phases of the municipal sewer service have been completed, most homes still have private septic tanks and tile disposal fields. In many areas of the community, lot sizes are too small to sustain that form of waste treatment. Residents have expressed concern over the impacts of failing septic systems, over the uncertainty associated with the community's water supply and water quality, and over the potential impacts of new development if water and sewer services are improved. Other municipal services such as roads, parks and trails, and storm water drainage must also be addressed.

Goal 6: To find and implement economically viable solutions to the community's infrastructure needs, while maintaining its "small town" and semi-rural characters.

9.1 Objectives

The Plan intends to address development of community infrastructure in the following ways:

- ▶ Encourage forward progress on implementing options for expansion of the community's water supply and distribution system.
- ▶ Continue to phase service development in a manner that responds to social, environmental, health, and fiscal priorities.
- ▶ Determine and assess sewage collection, treatment, and disposal options.
- ▶ Encourage the Ministry of Health to require regular checking and servicing of septic systems
- ▶ Plan for the efficient use of municipal facilities and land in order to facilitate cost-effective delivery of services within defined service areas.
- ▶ Provide the opportunity for service extensions to existing rural lots or rural development areas to address specific problems or create efficiencies in service delivery infrastructure or financial support.

9.2 Policies

This section contains policies aimed at guiding the development of community infrastructure.

9.2.1 Water Sources and Protection

Most (885) of the homes and businesses in the developed area of Lantzville are on a municipal water system. This system was formerly operated by the Lantzville Improvement District.

The Water Service Area is shown on Map No. 7.

While the system currently provides a consistent supply of good quality water, concerns about the sustainability of aquifer and quality are ongoing. To address the District's long-term goal of providing clean, potable water for domestic use and water for fire-fighting purposes to developed parts of the municipality, the following policies are adopted:

1. Management of water supply and distribution will be guided by the Water Master Plan 2017 or amendments thereto, once approved by Council.
2. The District will continue to work with local residents, landowners, development applicants, and neighbouring jurisdictions to develop additional water supply options.
3. Aquifer studies and well improvements have been completed and are summarized in the Water Master Plan. The District will support the continued study of the aquifers within the municipality to acquire a better understanding of extent and degree to which community water supplies can be obtained and secured.
4. In the development of municipal infrastructure and facilities, the District will adhere to senior government policies and guidelines aimed at protecting groundwater, streams, and other watercourses.

5. Until adequate water supply for the community is developed, the District will limit new development to existing lots currently serviced with water system connections, and will require new subdivision proposals to develop a new water source adequate for the proposed development to standards satisfactory to District of Lantzville, and dedicate that source and related infrastructure to the municipality. The applicant will have to demonstrate that the new source and system will not impact the current system.
6. The District will encourage water conservation in homes and businesses, including the use of water-saving fixtures such as small-tank and low-flush toilets, water-efficient showers, aerated faucets, and drip irrigation systems.



Figure 56: Aquifers are important to water supply

9.2.2 Water Distribution System

The municipality's water storage and distribution system is being upgraded on an ongoing basis, as summarized in the Water Master Plan. The District is also aware of the need to extend the distribution system and adopts the following policies:

1. The District will pursue completion of upgrades to its existing water supply and distribution system.
2. When additional water supply is acquired, the District will develop a phasing plan based on the Water Master Plan to extend the water distribution system to residents who are concerned about the quality and quantity of their water and who are not yet connected to the municipal system and to potential development areas.
3. The District will not support use of the community water supply for agricultural production or resource related uses.
4. The District will not actively pursue the extension of public water services to residential users in rural and agricultural areas of the community. Access to water services may be provided to address specific public health, safety, fire protection, or environmental issues, or to create efficiencies in service infrastructure and financing, subject to payment of applicable cost-sharing and fees. Such extensions of water to rural and resource areas shall not result in any decrease in rural or resource lot sizes or increase in densities designated in this Plan.

9.2.3 Current Sewage Treatment

While municipal sewer services have been extended to some parts of the community through completion of Phase I and II of the Sanitary Sewer Collection System, some

buildings, both residential and commercial, within the District of Lantzville are on individual septic systems or, in a very few cases, communal septic systems. Many of these systems were built 25 to 30 years ago and are starting to demonstrate the need for extensive maintenance or replacement. Septic system failures have caused degradation of the natural environment and, in some instances, pollution of surface water and the foreshore. To minimize the impact of septic systems, the District adopts the following policies:

1. The District supports Ministry of Health regulations for construction and maintenance of septic sewage treatment systems within the lot size requirements specified in this plan.
2. The District will work with federal, provincial, regional, and local agencies to mitigate any negative impacts on the natural environment by sewage disposal systems within its jurisdiction.
3. The District recommends that homeowners with septic systems for sewage disposal undertake a regular program of septic system inspection and maintenance.
4. The District will develop awareness programs to remind owners to check and maintain their septic systems and disposal fields.

9.2.4 Future Sewage Collection, Treatment and Disposal Options

The District realizes that a longer-term resolution of sewage treatment and disposal problems is important, and adopts the following policies:

1. The District will continue to investigate and where possible, implement sewage collection, treatment, and disposal options for the community.

2. The District will continue to implement connecting to existing or planned sewage treatment systems with the RDN and Nanoose First Nation.
3. The District will implement phased provision of community sewer services. A preliminary servicing plan is as shown on Map No. 8, entitled Proposed Sanitary Sewer System Phasing.
4. The District supports the RDN Liquid Waste Management Planning process and will work with the Regional District of Nanaimo to define the role of the Lantzville sewer service area in that plan.
5. Private waste treatment systems servicing more than 1 lot will not be permitted.
6. The District will not actively pursue the extension of sewage services to rural and agricultural areas of the community. Access to those services may be provided to address specific public health or environmental issues, or to create efficiencies in service infrastructure and financing. Such extensions shall not result in lot sizes of less than 1 hectare.
7. Extensions of water or sewage services to rural areas of the community shall not result in any increase in the rural residential densities or decrease in the rural lot sizes designated in this Plan.

9.2.5 Solid Waste Disposal

The District of Lantzville currently provides garbage collection service. Recycling services are contracted through the Regional District of Nanaimo. The Regional District of Nanaimo Waste Management Facility serves as the base of the waste management program. The District of Lantzville supports the Regional District's solid waste management strategy.

9.2.6 Municipal Services and Facilities

The District of Lantzville is obligated to provide services and maintain facilities that previously were provided by the Province of British Columbia, the Regional District of Nanaimo, the Lantzville Improvement District, or other agencies. To provide a framework for ongoing provision of these services and facilities, the District of Lantzville adopts the following policies:

1. Community services and facilities are shown on Map No. 5 in this Plan.
2. The District will provide or arrange for the provision of administrative, public works, planning, and engineering services to the community.
3. The District will support and maintain the community Fire Hall and its equipment and support the volunteer staff complement.
4. The District will continue to explore ways and means of providing space for municipal staff and administrative functions within a reasonable cost to taxpayers.
5. The District will continue to provide a community hall that is available to all residents and community groups.
6. The District will continue to work towards the comprehensive plan for the municipal property and facilities at Lantzville and Dickinson Roads.
7. The District will periodically review the need for, and cost effectiveness of, current and/or proposed municipal services.
8. The District will communicate and work with Nanoose First Nation and other adjacent jurisdictions in an attempt to explore any possible economies of combined or shared services.

9.2.7 Other Community Services

The District of Lantzville is obligated to provide services to its citizens that previously were provided by the Regional District of Nanaimo, the Lantzville Improvement District or other agencies. The District has adopted the following policies for the provision of services:

1. The District will continue to retain the services of the provincial RCMP for policing services.
2. The District will continue to utilize the regional transit system to provide public transportation for the community.
3. The District will continue to support the provision of a postal outlet for local postal services by Canada Post within the Village Commercial Core.
4. The District will continue to utilize the provincial ambulance and hospital services based in Nanaimo.
5. The District will continue to examine, with the Vancouver Island Regional Library Board, the feasibility of providing the community with a public library branch.
6. The District will continue to support the provision of schools by School Districts 68 and 69, and specifically to maintain Seaview Elementary School. Aspengrove School is also recognized as an important contributor to education in the Community.
7. The District will work with School Districts 68 and 69 to explore alternative or expanded uses of Seaview Elementary School, including such possibilities as high school classes or Community School uses.
8. The District will explore the need or desire for a cemetery within the municipality.

10 | Goal 7: Improve Road, Pedestrian and Bicycle Mobility

Mobility, particularly by foot and by bicycle, is of great importance to the residents of Lantzville. Trails for pedestrians and bicyclists rank high on the community's list of desirable functions. Residents have expressed the desire to see greater emphasis on walking, bicycling, and improved public transit rather than on the automobile throughout the community. This includes connections across the Island Highway between Upper and Lower Lantzville, between the community's various neighbourhoods, between West Lantzville and the rest of the community, and between Lantzville and the City of Nanaimo.

The speed of traffic along Lantzville, Dickinson, Peterson, and Leland Roads has been identified as a concern, as well as the dangers associated with cars pulling into and out of parking stalls in front of businesses on Lantzville Road. Traffic safety and safe access to the Island Highway is also a concern. Speed on the Highway, accidents at the Ware Road and Superior Road accesses, and the need for an alternate access to Lantzville other than the Island Highway for the Bayview Park and Rumming Road areas, have all been identified as concerns.

Goal 7: To create a safer road network and better connections between neighbourhoods and across the Island Highway, while improving pedestrian and bicycle options.

10.1 Objectives

The Plan intends to improve road, pedestrian, and bicycle mobility in the following ways:

- ▶ Develop a hierarchy of local, collector, and arterial roads to manage traffic movement within and through the District.
- ▶ Develop existing and acquire new publicly owned lanes, trails, and green corridors for accessible pedestrian and bicycle use.
- ▶ Encourage the inclusion of road connections between neighbourhoods, trails, paths, and walkways in the planning of any new development.
- ▶ Implement a parks and trails program.
- ▶ Encourage modes of mobility that use less energy than the automobile, such as walking, bicycling, car-pooling, and public transit.
- ▶ Emphasize pedestrian orientation in all neighbourhood planning and design.
- ▶ Improve pedestrian access across the Inland Island Highway.
- ▶ Include traffic-calming measures in any improvements to the Village Commercial Core and in access to the Village Residential area.
- ▶ Enhance the experience of driving / walking / riding by utilizing alternative development standards for roadways wherever practicable.
- ▶ Improve options for transit use for commuting to Nanaimo, including transit-oriented development in the Village Core.
- ▶ Support the concept of retaining the E&N Railway route as a transportation corridor.



Figure 57: Improved pedestrian and bicycle connections

10.2 Policies

This section contains policies aimed at guiding the development of community infrastructure.

10.2.1 Pedestrian Routes and Options

Walking is the most frequently cited form of exercise or activity of the majority of Lantzville residents. Walkers want to be able to get from one neighbourhood to all others, including the Foothills, in their community. Residents have expressed a desire to see the Village Commercial Core and proposed Village and other Special Planning Areas become more pedestrian oriented. The following policies are designed to facilitate improved pedestrian travel in the community:

1. Greenways, pedestrian connectors, paths, trails, and journeyways are illustrated on Map No. 6. Some of these proposed connections are on private property, and are either not in use, or do not currently have guaranteed public access.
2. "Journeyways" are roads that are frequently used by pedestrians and bicyclists in lieu of trails or paths. The District will assess existing and proposed journeyways, and improve them as necessary to ensure that road verges are of adequate width for safe wheel chair travel, walking, and bicycling where possible.
3. Where needed, the District will separate vehicle and pedestrian routes.
4. The District will require incorporation of proposed trails, pathways, and pedestrian ways and related facilities and infrastructure in new development areas and larger-scale subdivisions.
5. The District will work with the City of Nanaimo, Nanoose First Nation, and the Regional District of Nanaimo to ensure the

integrity of pedestrian and bicycle connections between jurisdictions.

6. The District will work with the City of Nanaimo to extend the Nanaimo Parkway Trail along Dover Road and into Lantzville along Lantzville Road.
7. The District will work with the E&N Railway owners to extend the walking and bicycling trail adjacent to the rail line through Lantzville.
8. The District will work towards making all existing publicly owned lanes and pedestrian connections accessible and usable by the community, wherever practical.
9. The District will examine options for making pedestrian and bicycle travel accessible, safer, and more pleasant along the more heavily travelled roads such as Lantzville, Dickinson, Aulds, Harby West, and Superior Roads.

10.2.2 Traffic Management

Enhancing the pedestrian experience on heavier-traffic roads will encourage more walking. Traffic regulation and calming measures will help to achieve this.

1. The District will consider adding or retaining pedestrian crosswalks, including raised crosswalks, for speed control at appropriate locations.
2. The District will post “New!” signs to warn drivers when pedestrian crosswalks are added.
3. Speed regulation will be used to improve vehicle and pedestrian safety where required.
4. Traffic calming such as curb extensions, narrowed travel lanes, raised crosswalks, roadside parking and boulevards, medians and other devices will be considered to reduce traffic speeds where appropriate.



Figure 58: Curb extension and raised crosswalk

10.2.3 Greenways and Corridors

Greenways and unobstructed corridors that can be used by pedestrians, bicyclists, and animals augment developed trails and provide a safer alternative to roadways. The District adopts the

following policies to preserve existing and add new greenways:

1. Greenways, paths, and pedestrian corridors are shown on Map No. 6 in this Plan.
2. The District will negotiate with landowners of larger blocks of land to create rights of way for trails or open space corridors to link with paths, trails, or existing greenways, or to preserve or add greenways.
3. The District will work with the neighbouring jurisdictions to ensure that trails, greenways, paths, and pedestrian corridors are contiguous.

10.2.4 Hiking and Biking Trails

Hiking and mountain biking are popular activities in many parts of Upper Lantzville and the Foothills. The following policies are aimed at retaining and expanding opportunities to pursue these activities:

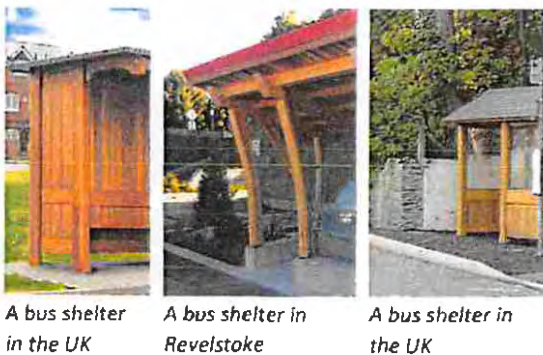
1. The District will work with the landowner and consultants for the Foothills Estates to ensure that opportunities for outdoor activities such as hiking, rock climbing, and mountain biking are implemented as development proceeds, and related improvements are incorporated into any proposed development activity subject to resolution of issues related to liability.
2. The District will encourage the owners of lands designated as Resource - Forestry to allow public access to hiking and mountain biking trails that may be located on these private and Crown Land properties.
3. The District will work with Forest Resource Land owners and private landowners to establish a trail access from Lorenzen Road to Arbutus Grove Provincial Park.

10.2.5 Public Transit

Public transit service in Lantzville is infrequent, hence ridership is light, and more frequent service cannot be justified with low ridership and low residential density, creating a significant challenge to improving service. With this in mind, the District adopts the following policies:

1. The District supports and encourages the use of public transit within Lantzville and between Lantzville and neighbouring communities such as the City of Nanaimo.
2. The District will look for opportunities and programs to promote the use of public transit and increase ridership. Increased housing choice and density in key areas such as the Village may support increased frequency and use of public transit.
3. The District will encourage and assist in the development of transit related infrastructure such as shelters, parking areas, and bus pull-outs.
4. The District will work with the Province, the Regional District of Nanaimo, and the transit authority to provide safe stops on the Island Highway at Superior Road and Ware Road for the commuter-bus from Qualicum and Parksville to downtown Nanaimo and back, and public parking areas for commuter vehicles.

Figure 59: Transit shelters with a semi-rural village feel



10.2.6 Roads and Connectors

Since incorporation as a municipality, most of the provision and maintenance of roads has become the responsibility of the District of Lantzville.

The West Lantzville area currently has no road connection to Upper Lantzville. There are two potential connector roads to Superior Road, both of which would cross private lands. West Lantzville residents have expressed a desire to develop a connector road, but in the past, have been discouraged by the cost and challenges.

Highway 19, the Island Highway, divides Upper and Lower Lantzville while the Nanoose First Nation Reserve separates West Lantzville from Lantzville proper. The only public access from and to West Lantzville (Rumming Road and Bayview Park Road) is via Highway 19. Traffic volumes are increasing and speed continues to be an ongoing concern through Lantzville. While there are traffic lights at both Ware and Superior Roads, accidents are frequent. A barrier system on the Island Highway through West Lantzville (Bayview, Rumming, and Lantzville Roads) restricts turns across the Highway and has created short acceleration and deceleration lanes. Residents of the area are concerned that this increases the accident risk. Many Lantzville homes were built before the current route of Highway 19 was established. Increasing traffic volumes and noise have affected residents' quality of life.

The District therefore adopts the following policies:

1. The District supports the concept of route options to minimize the volume of traffic being carried by any particular road or street within the current road network. The municipality's road network and proposed extensions are shown on Map No. 6.

2. The District will work with the landowner of the Ware Road properties to ensure that development plans provide adequate pedestrian and vehicle connections to road allowances that abut the property, subject to provisions of Special Area Plan guidelines that require a full transportation and traffic analysis and corresponding road layout and traffic calming measures to ensure that through traffic does not “short-cut” using Harby or Rossiter Rod from Ware Road through to Lantzville Road, avoiding the Village Commercial Core.
3. As subdivision proceeds, the District will work with the landowner of the Foothills Estates properties and adjacent jurisdictions to ensure that road and pedestrian connections integrate that area with the existing community as much as possible.
4. The District will work with property owners and development applicants and adjacent jurisdictions to establish a public road access from Upper Lantzville to West Lantzville (Bayview Park Road area).
5. The District will work with Nanoose First Nation to ensure that road connections are planned, wherever possible, with both communities’ needs in mind.
6. The District will work with the Ministry of Transportation and Infrastructure to find alternatives such as constructing sound barriers, utilizing silent pavement, or other alternatives that will reduce noise impacts from the Island Highway on the community. This policy may be applied with priority in the Lantzville East frontage on Highway 19.
7. The District will encourage the Ministry of Transportation and Infrastructure to implement its plans for a pedestrian overpass or underpass at Ware Road and the Island Highway.
8. The District and the Ministry of Transportation and Infrastructure have agreed on the retention of a buffer of trees along both sides of the Island Highway within the municipal boundaries of Lantzville. As well as trees on Ministry of Transportation and Infrastructure property, the buffer will be supplemented by a District of Lantzville Development Permit Area on a corridor of adjacent private lands, described in Section 11 – DPA VIII – Hwy 19 Development Permit Area.
9. In an effort to minimize light pollution, 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, institutional, and industrial areas.

Part Three: Plan Implementation

11 | Making it Work

Stating community goals and policies is the easier part of the OCP process. Achieving the goals and pursuing the policies requires the formulation of an action or implementation plan to ensure that the Plan has the positive impact intended. Implementation can be achieved using a number of methods and tools. The following section describes the means by which the Plan's Goals, Objectives, and Policies will be pursued, including the use of:

- ▶ Special Area Plan Policies and Guidelines
- ▶ Development Permit Areas and Guidelines
- ▶ Other Regulatory Bylaws outside the OCP, such as the Zoning Bylaw and Subdivision Bylaw will need to be reviewed and potentially refined to be consistent with the OCP Review.

The tools in Section 11 are designed to allow practical implementation of the Goals, Objectives, and Policies in Part 2 of the OCP. For an introduction to the concepts of Density Bonus, Averaging, and Clustering and the development information and community engagement and planning process for Special Plan Areas, refer to Section 8.

11.1 Special Plan Area Policies and Guidelines

The following area-specific policies and guidelines apply to Special Plan Areas, as shown on Map No. 5A and Map No. 5B:

- ▶ Village Commercial Core (VCC-SPA)
- ▶ Village Lowlands (VL-SPA)
- ▶ Village South (VS-SPA)
- ▶ Village West (VW-SPA)
- ▶ Upper Lantzville Ware Road (ULW-SPA)
- ▶ Upper Lantzville Superior Road (ULS-SPA)
- ▶ Lantzville East (LE-SPA)

11.1.1 Village Commercial Core Special Plan Area (VCC-SPA)

The extent of the Village Commercial Core Special Plan Area is shown on Map No. 5A.

Applications for minor rezonings for individual properties may be considered by the District prior to completion of the VCC-SPA. Rezoning for sites over 0.4 hectares shall require prior completion of the VCC-SPA process.

In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies also apply:

Allowable Land Uses

1. Commercial uses will be restricted to designated Commercial areas along Ware Road and behind (adjacent to) existing commercial uses on Lantzville Road.
2. 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.
3. Density averaging and clustering are permitted within the area.
4. The District encourages the development of residential uses above commercial. The VCC-SPA shall consider a distinction between a “festival district” and a “village mixed-use district”, under the following guidelines:
 - The Festival District shall be the focal point for outdoor dining and gatherings, outdoor events and markets. Outdoor entertainment may occur in this area. Residential accommodations in the Festival District should be compatible with the outdoor activities and lively nature of the area. As well as youth-oriented or active senior



Figure 60: Mixed commercial/residential buildings on narrow pedestrian friendly streets, Island of Calvi, FR

accommodation, the Festival District may include tourism accommodation or short-term rentals, subject to business licensing.

- The Village Mixed-Use District shall be more to the edges of the Village Commercial Core. Both commercial and residential uses are envisioned, either side by side or residential above commercial. Other than community special events, outdoor entertainment and large gatherings will not be encouraged in the Village Mixed-Use District.
5. In addition to commercial (e.g., retail, service, office) uses, the Village Commercial Core may include parks, indoor or outdoor recreation facilities, utilities, and educational or other institutional uses.
 6. Seniors-oriented facilities – either congregate care or small-scale independent living – are encouraged within the Village Mixed-Use District.



Figure 62: Artisan brewery or innovative eateries would fit the Festival District



Figure 63: Lantzville Road could become a pedestrian friendly street



Figure 64: Food / grocery market is strongly encouraged

Density, Height, and Green Space Ranges

7. Maximum Base Gross Density of residential units shall be as shown in Table 6. If all density bonus conditions and criteria expressed in Section 8.5 were met to the satisfaction of the District, the allowable Maximum Gross Density with all density bonuses in Table 6 would be permitted.

Table 6: Village Commercial Core SPA – density summary

DENSITY SUMMARY	
Base Gross Density	» 10 uph (units per hectare)
ESA Dedication / Parkland / Trail Bonus	» Up to 5 uph max
Cluster / Housing Choice Bonus	» Up to 5 uph max if under-building parking
Innovation Bonus	» Up to 5 uph max if high-amenity and unique
Max. Gross Density with all Density Bonuses	» Up to 25 uph (was 13.5) » Plus Seniors Congregate Care, if applicable (see Section 7.2.2)
Approximate Range of Potential Units (assuming 5 ha gross area developed)	» 50 to 125 multi-family units depending on extent of residential infill » Plus Seniors Congregate Care, if applicable
Building Height	» See Village Commercial Core policies (Section 6.2) and Development Permit Area Guidelines (Section 11.7)
Protected Open Space Targets	» 20% open space, which may include existing trees, soft landscape, or outdoor hard landscape including walkways, terraces, seating areas, dining areas, or plazas that are either dedicated public or covenanted semi-private*

* semi-private means strata common area with public access covenant or equivalent

Guidelines

8. As part of the Special Area Plan, a conceptual urban design and site plan – integrated across property lines and to adjacent neighbourhoods – will be created that determines:
 - general architectural massing
 - height and terracing
 - street travel and bicycle lanes
 - on-street and off-street parking
 - pedestrian realm of sidewalks, terraces, patios, seating, and dining areas
 - lighting concept
 - utility concepts including managing overhead wires
 - landscape concepts
 - public art / amenity concepts
 - grading and retaining wall concepts.
9. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.
10. The site plan must include a lane or road that can be used to access the backs of commercial properties fronting on the south side of Lantzville Road.
11. Under-building parking is encouraged in the Village Commercial Core, subject to the Development Permit Area guidelines. Shared parking will also be encouraged to maximize the efficiency of parking space and support small-scale retail uses.
12. DPA guidelines also apply.



Figure 65: Narrow streets opening to sunny plaza, Island of Rhodes, GR. Plaza could cover underground parking, similar to Whistler, BC

11.1.2 Village Lowlands Special Plan Area (VL-SPA)

The extent of the Village Lowlands Special Plan Area is shown on Map No. 5A.

In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies also apply:

Allowable Land Uses

1. Multi-family residential and park/open space land uses will be allowed in the Village Lowlands.
2. The District encourages proposals for development in this area with uses and densities that strengthen the vitality of the Village, provide housing for families and housing targeted for seniors, improves pedestrian mobility and enhances the viability of public transit and other services.
3. Density averaging and clustering are permitted within the VL-SPA area.



Figure 66: To protect wetlands and buffers to existing adjacent single family in the lowland area, a limited area of three storey (or four storey if highly articulated roofs) with underground parking would be set in a forested backdrop. High quality design is a requirement

Density, Height, and Green Space Ranges

4. Maximum Base Gross Density of residential units shall be as shown in Table 7. If all density bonus conditions and criteria expressed in Section 8.5 were met to the satisfaction of the District, the allowable Maximum Gross Density with all density bonuses in Table 7 would be permitted.

Table 7: Village Lowlands SPA - density summary

DENSITY SUMMARY	
Base Gross Density	» 10 uph (units per hectare)
ESA Dedication Bonus	» Up to 1 uph max
Park / Trail Bonus	» Up to 10 uph max
Cluster / Housing Choice Bonus	» Up to 5 uph max
Innovation Bonus	» Up to 5 uph max
Max. Gross Density with all Density Bonuses	» Residential apartment condominiums: 31 uph (was 13.5)
Approximate Range of Potential Units (assuming 3.9 ha gross area developed)	» 39 to 120 multi-family units depending on uptake of density bonus and building height
Building Height	<ul style="list-style-type: none"> » If under-building parking is not provided, maximum height of 2 storeys » With under-building parking for all but visitor spaces, height may be three stories generally, with four stories potential as part of a stepped and highly articulated roof design
Protected Open Space Targets	<ul style="list-style-type: none"> » Forested public park space and wetlands: 35-45% » Plus semi-private* space which is encouraged to include ponds, wetlands, and semi-public courtyard areas » Forest buffers (existing or planted) shall be managed to be taller than the building rooflines

* semi-private means strata common area with public access covenant or equivalent

Guidelines

5. The District encourages the development of limited amounts of high quality apartment style condominiums with under-building parking, nestled into and protecting the existing woodland buffers and wetlands in this area:
 - To the south of Seaview School and the existing paved yard (former lumber yard), existing wetlands shall be inventoried and conserved as part of an integrated green infrastructure plan.
 - A park area shall be provided south of the existing school playing fields.
 - A continuous treed buffer of a minimum 15 metre width shall be provided between proposed buildings and existing residences along Lancewood Ave., broken only by trails and a small-scale winding access road / fire lane.
- Trail connections shall extend through the site, connecting Ware Road, Rossiter Ave., and the lane extension of Lynn Drive to the school grounds and to the Village Commercial Core.
6. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.
7. DPA guidelines also apply.

11.1.3 Village South Special Plan Area (VS-SPA)

The extent of the Village South Special Plan Area is shown on Map No. 5A.

In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies also apply:

Allowable Land Uses

1. Single-family, multi-family residential, and park / open space land uses will be allowed in the Village South SPA.
2. The District encourages proposals for development in this area with uses and densities that strengthen the vitality of the Village, provide housing for families and for seniors, improve pedestrian mobility, and enhance the viability of public transit and other services.
3. Density averaging and clustering are permitted within the VS-SPA area.



Figure 68: High quality streetscapes fronting two-storey buildings with a mix of single-family and multi-family interiors are envisioned for the Village South Neighbourhood

Density, Height, and Green Space Ranges

4. Maximum Base Gross Density of residential units shall be as shown in Table 8. If all density bonus conditions and criteria expressed in Section Density Bonus Types 8.5.5 were met to the satisfaction of the District, the allowable Maximum Gross Density with all density bonuses in Table 8 would be permitted.

Table 8: Village South SPA - density summary

DENSITY SUMMARY	
Base Gross Density	» 10 uph (units per hectare)
ESA Dedication Bonus	» Up to 1 uph max
Park / Trail Bonus	» Up to 2.0 uph max
Cluster / Housing Choice Bonus	» Up to 2.0 uph max
Innovation Bonus	» Up to 2.0 uph max
Max. Gross Density with all Density Bonuses	» Residential SF and MF: 17 uph (transit-supportive - was 13.5)
Approximate Range of Potential Units (assuming 19 ha gross area developed)	» 190 to 323 units depending on uptake of density bonus and mix of single-family to multi-family housing forms
Building Height	» Maximum height of 2 storeys, plus allowance for slope
Protected Open Space Targets	» Public park space and wetlands: 20% » Plus semi-private* space which is encouraged to include ponds, wetlands, and semi-public courtyard areas

* semi-private means strata common area with public access covenant or equivalent

Guidelines

5. The District encourages the development of small tracts of highly varied housing types in a one- to two-storey format, nestled into and protecting buffers of existing woods in this area:

- A continuous wooded buffer, of at least 15 metre width plus adjacent wooded crown lands, will be retained along the Island Highway.
- A park area shall be provided, potentially south of the existing church property, as well as continuous open space and trail corridors (greenways), to connect the housing areas across Ware Road and to the Village Commercial Core, Seaview School, and adjacent neighbourhoods.

6. Ware Road passes through this neighbourhood. The development shall create a highly improved entrance streetscape for the development and Village. Features shall include medians and boulevards that integrate green infrastructure and planting, a double or triple row of streets trees, as well as multi-use pedestrian / bicycle trail(s) that connect provide continuity between the Island Highway, Village Commercial Core, Seaview School, and adjacent neighbourhoods.

7. The VS-SPA will include detailed transportation and traffic studies to determine the extent of potential road connections at Harby or Rossiter Roads. While pedestrian, bicycle, and emergency vehicle access from Harby and Rossiter

Roads to the Village South area is anticipated, the question of whether there is limited through access for vehicles requires expertise and study. The analysis should consider the existing street network and options for proposed neighbourhood street patterns and intersections at Ware Road, as well as traffic calming approaches. The objective of distributing traffic through a small-scale and low speed street network is supported, creating a neighbourhood traffic flow that reduces traffic volume and speed on Peterson and Leland Roads. However, in no case would a traffic pattern be accepted that would facilitate "short-cutting" from Ware Road to Lantzville Road using Leland or Peterson, avoiding the Village Core.

8. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.

9. DPA guidelines also apply.



Figure 69: A linked open space and trails system would encourage walking / bicycling or accessible routes to the Village Core, as well as buffer adjacent residential neighbourhoods

11.1.4 Village West Special Plan Area (VW-SPA)

The extent of the Village South Special Plan Area is shown on Map No. 5A.

In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies also apply:

Allowable Land Uses

1. Single-family, multi-family residential, and park/open space land uses will be allowed in the Village West SPA.
2. The District encourages proposals for development in this area with uses and densities that strengthen the vitality of the Village, provide housing for families and for seniors, improve pedestrian mobility, and enhance the viability of public transit and other services.
3. Density averaging and clustering are permitted within the VW-SPA area. ESA Dedication and Park/Trail density bonus calculations may be averaged across parcels within the SPA, provided that total cumulative maximum density is not exceeded in the SPA.



Figure 70: Village West would be lower density than other Village areas, including plans for a “safe route” for walking / bicycling to school, as an alternate to Lantzville Road

Density, Height and Green Space Ranges

4. Maximum Base Gross Density of residential units shall be as shown in Table 9. If all density bonus conditions and criteria expressed in Section 8.5 were met to the satisfaction of the District, the allowable Maximum Gross Density with all density bonuses in Table 9 would be permitted.

Table 9: Village West SPA -density summary

DENSITY SUMMARY	
Base Gross Density	» 7.5 uph (units per hectare)
ESA Dedication Bonus	» Up to 1 uph max
Park / Trail Bonus	» Up to 2.5 uph max
Cluster / Housing Choice Bonus	» Up to 0.5 uph max
Innovation Bonus	» Up to 0.5 uph max
Max. Gross Density with all Density Bonuses	» 12.0 uph (was 11.0)
Approximate Range of Potential Units (assuming 10 ha gross area developed)	» 75 to 120 units depending on uptake of density bonus and mix of single-family and multi-family housing forms
Building Height	» Maximum height of 2 storeys
Protected Open Space Targets	» Public park space and wetlands: 20% » Plus semi-private* space which is encouraged to include ponds, wetlands, and semi-public courtyard areas

*semi-private means strata common area with public access covenant or equivalent

Guidelines

5. The District encourages the development of small tracts of highly varied housing types in a one- to two-storey format – including provisions for starter, family, and active senior-oriented homes nestled into and protecting buffers of existing woods and watercourse / riparian areas:

- A continuous surface stream and riparian corridor, including both wildlife trees and existing or planted native trees and plantings shall maintain the surface watercourse on the site. As a non-fish-bearing headwater stream with many dead trees due to past beaver activity and invasive species, it is recognized that habitat restoration and renewal designed by Qualified Professionals may be needed to create a stream corridor that is both good habitat and aesthetically acceptable, subject to District DPA conditions and senior government approvals.
- A continuous publicly accessible trail corridor shall be provided from Peterson Road to Seaview School, generally following the stream corridor and local streets to provide a safe route to school as an alternative to Lantzville Road.
- The interface along Peterson Road shall retain a semi-rural character dominated by a native plant buffer and stream corridor, interrupted only by trails and entrance driveways.
- The interface along Lantzville Road shall retain a semi-rural character dominated by single-family homes in a variety of parcel sizes, with most existing trees retained.
- Retention of heritage rural elements is encouraged.



Figure 71: Integrating ponds, wetlands, and stream corridors into site plans is important (note: the building example shown is three storeys, which is higher than allowed in the Village West SPA)

- Interface along Lynn Drive shall be single-family residential.
 - Park space dedication shall consider expansion / improvement of the existing park-lot at Stevens Place.
 - Stevens Place shall extend through Village West in a circuitous and slow-speed alignment to provide alternate vehicle and pedestrian access from Lynn Drive to Lantzville Road.
6. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.
7. DPA guidelines also apply.

11.1.5 Upper Lantzville Ware Road Special Plan Area (ULW-SPA)

The extent of the Upper Lantzville Ware Road Special Plan Area is shown on Map No. 5B.

In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies also apply:

Allowable Land Uses

1. Single-family, multi-family residential and park/open space land uses will be allowed in the Upper Lantzville Ware Road SPA.
2. Similar to Figure 51 or 52, the District encourages proposals for development in this area with uses and densities that are dominated by larger single-family housing parcels as buffers to adjacent neighbourhoods, provide a variety of single-family and some multi-family housing for families and seniors, include linked open space and trails systems, improve pedestrian and bicycle mobility, and enhance the viability of public transit and other services.
3. Density averaging and clustering are permitted within the ULW-SPA area. ESA Dedication and Park/Trail density bonus calculations may be averaged across parcels within the SPA, provided that total cumulative maximum density is not exceeded in the SPA.



Figure 72: Upper Lantzville Ware Road area includes Bloods Creek ravine and large parcels - some cleared in recent past and some wooded

Density, Height and Green Space Ranges

4. Maximum Base Gross Density of residential units shall be as shown in Table 10. If all density bonus conditions and criteria expressed in Section 8.5 were met to the satisfaction of the District, the allowable Maximum Gross Density with all density bonuses in Table 10 would be permitted.

Table 10: Upper Lantzville Ware Road SPA - density summary

DENSITY SUMMARY	
Base Gross Density	» 5.0 uph (units per hectare)
ESA Dedication Bonus	» Up to 1 uph max
Park / Trail Bonus	» Up to 2.5 uph max
Cluster / Housing Choice Bonus	» Up to 0.75 uph max
Innovation Bonus	» Up to 0.75 uph max
Max. Gross Density with all Density Bonuses	» 10.0 uph (was 7.5)
Approximate Range of Potential Units (assuming 26 ha gross area developed)	» 130 to 260 units depending on uptake of density bonus and mix of single-family to multi-family housing forms
Building Height	» Maximum height of 2-storeys plus allowance for slope
Protected Open Space Targets	<ul style="list-style-type: none"> » Public park space and dedicated riparian areas: 20-30% » Plus semi-private* space which is encouraged to include ponds, wetlands, and semi-public courtyard areas in multi-family sites

* semi-private means strata common area with public access covenant or equivalent

Guidelines

5. The District encourages the development of small tracts of highly varied housing types in a one- to two-storey format – including provisions for starter, family, and active senior-oriented homes nestled into and protecting buffers of existing woods and watercourse / riparian areas:
 - A continuous surface stream, protected ravine and riparian corridor, including both wildlife trees and existing or planted native trees and plantings, shall maintain the surface watercourses on the site, including Bloods Creek and its tributaries.
 - A continuous publicly accessible trail corridor shall be provided at the outside of the Bloods Creek riparian corridor, with consideration of how to extend the trail to connect to Aspengrove School, the E&N Trail, and future trails across the Island Highway, creating a neighbourhood trail loop system.
 - Forested buffer shall be maintained at the intersection of Ware Road and Clark Drive. An “Upper Lantzville” community welcome sign is encouraged for Ware Road and the Island Highway.
- Park space dedication shall consider provision of a relatively level park site of sufficient size to accommodate a softball / soccer playing field.
- Clark Drive shall extend in a circuitous and slow-speed alignment to provide alternate vehicle, emergency, and pedestrian access from Aulds Road to Ware Road. A transportation and traffic study shall address road alignment, travel lane width, and traffic calming requirements to avoid speeding and short-cutting between Aulds Road and Ware Road.
6. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.
7. DPA guidelines also apply.

Upper Lantzville Superior Road Special Plan Area (ULS-SPA)

The extent of the Upper Lantzville Superior Road Special Plan Area is shown on Map No. 5B.

In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies also apply:

Allowable Land Uses

1. Single-family, multi-family residential, and
3. Density averaging and clustering are



Figure 73: Upper Lantzville Superior Road area development will need to integrate with the semi-rural character of the existing neighbourhood

park/open space land uses will be allowed in the Upper Lantzville Superior Road SPA.

2. Similar to S1 or S2, the District encourages proposals for development in this area with uses and densities that are dominated by larger single-family housing parcels as buffers to adjacent neighbourhoods, provide a variety of single-family and some multi-family housing for families and seniors, include linked open space and trails systems, improve pedestrian and bicycle mobility, and enhance the viability of public transit and other services.

permitted within the ULS-SPA area. ESA Dedication and Park/Trail density bonus calculations may be averaged across parcels within the SPA, provided that total cumulative maximum density is not exceeded in the SPA.

Density, Height and Green Space Ranges

4. Maximum Base Gross Density of residential units shall be as shown in Table 11. If all density bonus conditions and criteria expressed in Section 8.5 were met to the satisfaction of the District, the allowable Maximum Gross Density with all density bonuses in Table 11 would be permitted.

Table 11: Upper Lantzville Superior Road SPA - density summary

DENSITY SUMMARY	
Base Gross Density	» 5.0 uph (units per hectare)
ESA Dedication Bonus	» Up to 1 uph max
Park / Trail Bonus	» Up to 2.5 uph max
Cluster / Housing Choice Bonus	» Up to 0.75 uph max
Innovation Bonus	» Up to 0.75 uph max
Max. Gross Density with all Density Bonuses	» 10.0 uph (was 7.5)
Approximate Range of Potential Units (assuming 27 ha gross area developed)	» 135 to 270 units depending on uptake of density bonus and mix of single-family and multi-family housing forms
Building Height	» Maximum height of 2-storeys plus allowance for slope
Protected Open Space Targets	<ul style="list-style-type: none"> » Public park space and dedicated riparian areas: 20-30% » Plus semi-private* space which is encouraged to include ponds, wetlands, and semi-public courtyard areas in multi-family sites

* semi-private means strata common area with public access covenant or equivalent

Guidelines

5. The District encourages the development of small tracts of highly varied housing types in a one- to two-storey format – including provisions for starter, family, and active senior-oriented homes nestled into and protecting buffers of existing woods and watercourse / riparian areas:
 - A continuous surface stream, protected ravine, and riparian corridor, including both wildlife trees and existing or planted native trees and plantings, shall maintain the surface watercourses on the site, including Knarston Creek and its tributaries.
 - Forested buffers shall be maintained in a continuous network to provide forested backdrops to “semi-rural” neighbourhood clusters. The distance between forested buffers shall vary, but as a guideline should not exceed 250 metres.
 - A continuous publicly accessible trail corridor shall be provided at the outside of the Knarston Creek riparian corridor, and shall extend through the network of forested buffers to connect to Superior Road, the E&N Trail, and future trails across the Island Highway, creating a neighbourhood trail loop system.
- Forested buffer shall be maintained at the intersection of Island Highway, the E&N Railway corridor, and Superior Road. An “Upper Lantzville” community welcome sign is encouraged for Superior Road and the Island Highway.
- Park space dedication shall consider provision of a relatively level park site of sufficient size to accommodate neighbourhood gatherings in a “semi-rural” setting.
6. A transportation and traffic study shall address the Superior Road / Island Highway intersection, along with road alignment, travel lane width, and traffic calming requirements accessing the site to avoid speeding and minimize traffic impacts on Superior Road in the Agricultural Land Reserve and adjacent neighbourhoods.
7. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.
8. DPA guidelines also apply.

11.1.7 Lantzville East Special Plan Area (LE-SPA)

The extent of the Lantzville East Special Plan Area is shown on Map No. 5B.

In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies also apply:

Allowable Land Uses

1. Single-family, multi-family residential, seniors institutional, places of worship, child care, professional office / service, and park/open space land uses will be allowed in the Lantzville East SPA.
2. Density averaging and clustering are permitted within the LE-SPA area. ESA Dedication and Park/Trail density bonus calculations may be averaged across parcels within the SPA, provided that total cumulative maximum density is not exceeded in the SPA.



Figure 74: Retention of existing woods as buffers to adjacent neighbourhoods will be important in Lantzville East

Density, Height and Green Space Ranges

3. Maximum Base Gross Density of residential units shall be as shown in Table 12. If all density bonus conditions and criteria expressed in Section 8.5 were met to the satisfaction of the District, the allowable Maximum Gross Density with all density bonuses in Table 12 would be permitted.

Table 12: Lantzville East SPA - density summary

DENSITY SUMMARY	
Base Gross Density	» 5.0 uph (units per hectare)
ESA Dedication Bonus	» Up to 1 uph max
Park / Trail Bonus	» Up to 2.5 uph max
Cluster / Housing Choice Bonus	» Up to 2 uph max
Innovation Bonus	» Up to 2 uph max
Max. Gross Density with all Density Bonuses	» 12.0 uph (was 7.5) » Plus Seniors Congregate Care, if applicable (see Section 7.2.2)
Approximate Range of Potential Units (assuming 6.0 ha gross area developed)	» 30 to 72 units depending on uptake of density bonus and mix of single-family and multi-family housing forms. » Plus Seniors Congregate Care, if applicable.
Building Height	» If under-building parking is not provided, maximum height of 2 storeys » With under-building parking for all but visitor spaces, height may be two stories generally, with three stories potential as part of a stepped and highly articulated roof design
Protected Open Space Targets	» Public park space and dedicated riparian areas: 20% » Plus semi-private* space which is encouraged to include ponds, wetlands, and semi-public courtyard areas in multi-family or institutional sites

* semi-private means strata common area with public access covenant or equivalent

Guidelines

4. The District encourages the development of small tracts of highly varied housing types dominated by one- to two-storey format – including provisions for starter, family, and active senior and congregate-care oriented homes and institutions nestled into and protecting buffers of existing woods:

- A continuous wooded buffer, with trees exceeding the height of proposed buildings, shall be maintained along the northern boundary of the SPA. In combination with the existing District lane right of way in the area, the minimum width of forest buffer shall be 20 metres in general, and 30 metres where buildings are 3-storeys.
- Forested buffers shall also be maintained in a continuous network along the north side of Lantzville Road and at property lines to provide forested backdrops to neighbourhood clusters. The distance between north-south oriented forested buffers shall vary, but as a guideline should not exceed 250 metres.
- A continuous publicly accessible trail corridor shall be provided to extend through the network of forested buffers to connect to Lantzville Road and to Schook Road, creating a neighbourhood trail loop system.
- Native trees shall be retained or replanted along the south side of Lantzville Road to provide a “park-like” setting when viewed from the Island Highway. Noise attenuation berms may be considered in cooperation with the Province between Highway 19 and Lantzville Road.

- A “Lantzville” community welcome sign is encouraged for Lantzville Road at Schook Road.

- Park space dedication shall consider provision of a relatively level park site of sufficient size to accommodate senior / family / child neighbourhood gatherings in a “semi-rural” setting.

5. Frontage improvements along Lantzville Road shall accommodate cyclists, pedestrians, and seniors, and have a semi-rural character.

6. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.

7. DPA guidelines also apply.



Figure 75: Pet care and veterinarian are an example of uses that may not compete with the Village Commercial Core

11.1.8 Foothills Comprehensive Development Plan Area (FCDPA)

The Foothills Comprehensive Development Plan Area is established policy in the Official Community Plan and is under implementation. In addition to the general guidelines for Special Plan Areas outlined in Section 8.4, the following policies apply to the Foothills Comprehensive Development Plan Area:

1. Permitted uses within the FCDPA include residential, neighbourhood retail, parks, recreation, utilities, places of worship, schools, and fire halls.
2. The Foothills CDP may include one neighbourhood commercial site. This use should have a focus on providing a retail “convenience” service to reduce the use of motor vehicles. Additional civic uses such as a secondary fire hall, local park, or other features to provide a neighbourhood atmosphere for families such as a place of worship, community hall, or playground should be associated with this site.
3. The Foothills CDP Area will have a maximum gross density of 1.0 unit per hectare. The total number of residential units in the Foothills Estates may be up to a maximum of 730.
4. Density transfer will be permitted in this area at a ratio of 1.0 unit for each for each 1 hectare dedicated as Public Park. The 5% dedication required under the *Local Government Act* may be included as part of the parkland resulting from density transfer. The target area for parkland resulting from density transfer is 365 hectares or 50% of the site area.
5. Development areas and park areas within the FCDPA will conform to the concept illustrated on Map No. 9 in this Plan.
6. In subdivision applications, an area of proposed parkland equivalent in area to the area of proposed residential development shall be included in the subdivision, or shall be secured through other means for public ownership and use.
7. The District recommends that an ecosystem-based site-adaptive planning approach be used in developing the site plan for the FCDPA.
8. The District encourages a range of lot sizes and house sizes, within a rural setting and with a predominantly rural character.
9. The proposed 365-hectare park area will prioritize environmentally sensitive areas, wildlife corridors, high recreational values, viewscales, and interconnectivity to the developed portion of Lantzville and the Regional District of Nanaimo trail network.
10. Traffic impacts on developed areas of Lantzville and adjacent Electoral Area D must be minimized. A detailed traffic and transit study, and detailed road network plan, including public parking areas, prepared by a qualified professional, must be completed to the satisfaction of the District of Lantzville.
11. A detailed parks plan and trail network outlining construction techniques must be completed to the satisfaction of the District. Proposed improvements to proposed municipal parks or open space will be completed prior to acceptance of those lands.
12. A detailed infrastructure plan must be completed outlining water service, sanitary sewer service, roads, and storm water management including a description of the standards used for infrastructure design.

13. Connections between water and sewer infrastructure in the Foothills Estates area and infrastructure in the rest of Lantzville will be encouraged where economies of scale and security of the service will result.
14. A site restoration and rehabilitation plan to address erosion risk, surface water quality and quantity, and riparian areas must be completed and a schedule developed to carry out the plan. The landowner may be required to register a covenant against the property, post a bond, or provide other guarantees that the plan will be implemented.
15. No subdivision will be approved or parkland accepted unless remediation work has been either completed or otherwise guaranteed in the area of application.
16. Wildlife impacts will be assessed and risks associated with large animals such as bears will be identified with recommended mitigation measures.
17. DPA guidelines also apply to many portions of the Foothills CDPA.

11.2 Development Permit Areas

Section 488 of the *Local Government Act* allows the District to designate Development Permit Areas (DPAs) for one or more of the following purposes:

- (a) protection of the natural environment, its ecosystems, and biological diversity;
- (b) protection of development from hazardous conditions;
- (c) protection of farming;
- (d) revitalization of an area in which a commercial use is permitted;
- (e) establishment of objectives for the form and character of intensive residential development;
- (f) establishment of objectives for the form and character of commercial, industrial, or multi-family residential development.

By requiring a development permit for a project, the District can require a greater level of detail and analysis for a development proposed for lands that are considered to have special or sensitive conditions. The community is thus better able to assess the impact the project will have.

The following activities require a development permit whenever they occur within a DPA:

- ▶ subdivision of land;
- ▶ the siting and construction of buildings and structures with a building floor area greater than 10 square metres (107.6 square feet);
- ▶ paving improvements including roads and driveways, septic tanks, drainage fields, sewage treatment systems and discharges, irrigation or water systems, driveways, swimming pools, retaining walls, and shoreline protection devices.
- ▶ In Special Plan Areas, the clearing of trees or site grading / deposit of fill prior to adoption of an approved Special Area Plan on parcels larger than 4,000 sq.m. shall be subject to a development permit under categories I, II, III, and IV as applicable, that clarifies the extent of subsequent, potentially smaller, Development Permit Areas. Removal of one tree per parcel in any calendar year does not require a development permit.

11.2.1 General Development Permit Area Policies

Development Permit Areas are shown on Map No. 10. The following general policies apply to Development Permit Areas:

1. Owners of land within a DPA are required to obtain a development permit prior to: the subdivision of land; the construction of, or addition to a building or structure on the land; or the alteration of land within a designated Development Permit Area, except where exemption provisions apply.
2. In reviewing development permit applications, the District will give due consideration to:
 - soil stability;
 - natural vegetation or ground cover;
 - wildlife and fish habitat;
 - quality and quantity of surface drainage and groundwater; and
 - adjacent land uses.
3. Where land is subject to more than one DPA designation, a single development permit is required. However, the application will be subject to the requirements of all applicable DPAs.
4. Where, in the opinion of council, the proposed change is small in scale, or insignificant in terms of potential impact, a development permit may not be required.

11.2.2 Development Information

Under Section 485 of the *Local Government Act*, the District may require development approval information within the Development Permit Area. Where a report by a qualified professional is required, the following guideline may be used to define the scope of the information required. This guideline is not intended to limit the scope of a required report on any specific site as may be required in a Bylaw approved under Section 485. The report will contain:

1. A legal description of the property.
2. A location map depicting property location.
3. A description of any relevant climatic, hydrometric, geological, hydro-geological, ecological, or other related information.
4. A site map and/or air photograph overlay depicting: the existing property boundaries, water courses, slopes, sensitive and habitat areas, and any other relevant regional or site-specific information.
5. A description of all relevant restrictive covenants registered on title for the subject property.
6. A review of current and historical air photographs.
7. A review of historic nature, extent, magnitude, frequency, and potential effect of hazards or constraints that may affect the property.
8. A description of the methodology and assumptions used to undertake the assessment. The methodology should be described in sufficient detail to facilitate a professional review.
9. An assessment of the location of all proposed building or development sites by specifying setback distances from a natural boundary, property boundary, or feature or

hazard area and/or map notation. Areas depicted on maps must be delineated with sufficient accuracy and detail to allow the preparation of legal reference plan for attachment to a restrictive covenant.

10. Where applicable, flood construction level by prescribing an elevation above the natural boundary of a watercourse or natural ground elevation at the building site, or by specifying a geodetic elevation, or by a combination of the above.
11. Recommendations to ensure safe use of a site should be clearly stated with sufficient detail and clarity to facilitate inclusion of a Land Title Act Section 219 covenant.
12. A description of any proposed mitigation works and/or actions designed to mitigate the hazard or impact of development.
13. Where mitigation works and/or actions are proposed, an assessment of the effects that the proposed works and/or actions may have on other properties including public infrastructure or lands.
14. Where mitigation works and/or actions designed to reduce hazards or impacts are contemplated, the applicant should confirm that the works and/or actions will be acceptable to the local government, and that they would meet regulatory requirements prior to completing the report and/or a detailed design.
15. A Quality Assurance Statement with signature and seal of a Qualified Professional. Some assessment reports may require the involvement of one or more Qualified Professionals and/or a peer review process.

11.2.3 Activities Not Requiring a Development Permit

The following activities do not require a development permit:

- ▶ removal of hazard trees;
- ▶ emergency actions for flood protection, or erosion protection;
- ▶ emergency works to repair or replace public utilities or infrastructure;
- ▶ repairs to bridges or safely fences
- ▶ removal of invasive non-native vegetation from riparian areas;
- ▶ instream habitat development or restoration that complies with Provincial and Federal legislation and requirements.

11.2.4 Mapping of Development Permit Areas

Eight Development Permit Areas are designated on Map No. 10 (Development Permit Areas). These Development Permit Areas are:

- ▶ DPA I - Watercourse Protection
- ▶ DPA II - Steep Slope Protection
- ▶ DPA III - Sensitive Ecosystems Protection
- ▶ DPA IV - Coastal Protection
- ▶ DPA V - Village, Intensive Residential, and Multi-Family Form and Character
- ▶ DPA VI - Lantzville Industrial Land Form and Character
- ▶ DPA VII - Forest Resource Lands
- ▶ DPA VIII - Hwy 19 (Island Highway)

11.3 DPA I - Watercourse Protection

11.3.1 Category

Pursuant to Section 488 (1) (a) and (b) of the *Local Government Act*, this designation is intended to minimize the impact of the built environment on fish habitat and fish supportive watercourses, as well as to minimize the effect of seasonal flooding on the built environment. DPA I areas include all land within a distance of 30 metres from top of bank for all streams, brooks, creeks, and wetlands, including, but not limited to, Knarston, Bloods, Hardy, Metral, Heikkila, Raines, Caillet, and Jepson Creeks, Copley Brook and wetland, and Doumont Marsh.

11.3.2 Justification

Watercourse Protection Development Permit Areas represent resources that provide habitat for aquatic and wildlife species. Riparian areas also protect the physical and ecological integrity of the watercourse ecosystem and provide valuable groundwater recharge. Undisturbed riparian areas can protect private property from the impacts of flooding and potential loss of land due to erosion and instability.



Figure 76: Watercourse and riparian area protection provides habitat, aquifer recharge, erosion and flood control, and community amenity.

11.3.3 Guidelines

1. A development permit must be applied for, and issued by the District of Lantzville, prior to any of the following activities occurring in the Watercourse Protection Development Permit Area:
 - removal, alteration, disruption, or destruction of vegetation;
 - disturbance of soils;
 - construction or erection of buildings and structures;
 - creation of non-structural impervious or semi-impervious surfaces;
 - flood protection works;
 - construction of roads, trails, docks, retaining walls, wharves, and bridges;
 - provision and maintenance of sewer and water services;
 - development of drainage systems;
 - development of utility corridors; and
 - subdivision as defined in Section 455 of the *Local Government Act*.
2. Interior alterations or non-structural exterior alterations to a building or structure do not require a Watercourse Protection Development Permit.
3. Where possible, development or alteration should be planned to avoid intrusion into DPA I areas and to minimize the impact of any activity on these areas.
4. The definitions of “stream”, “development”, and “riparian area” are in the Riparian Areas Regulation (RAR) under the Fish Protection Act. For the purposes of this Development Permit Area, the terms used herein have the same meaning that they do under the Riparian Areas Regulation (BC Reg. 376/2004).
5. The Development Permit Area is coincidental with the Riparian Assessment Area as defined in the Riparian Areas Regulation (BC Reg. 376/2004). The Development Permit Area is indicated in general terms on Map No. 10.
6. Notwithstanding the areas indicated on Map No. 10, the actual Development Permit Area will in every case be measured on the ground, and will be:
 - (a) for a stream, the 30-metre strip on both sides of the stream, measured from the high water mark;
 - (b) for a 3:1 (vertical/horizontal) ravine less than 60 metres wide, a strip on both sides of the stream measured from the high-water mark to a point that is 30 metres beyond the top of ravine bank; and
 - (c) for a 3:1 (vertical/horizontal) ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high-water mark to a point that is 10 metres beyond the top of ravine bank.
7. Prior to undertaking any of the development activities listed above, an owner of property within the Watercourse Protection Development Permit Area shall apply to the District of Lantzville for a development permit, and the application shall meet the following guidelines:
 - (a) A qualified environmental professional (QEP) will be retained at the expense of the applicant, for the purpose of preparing a report on the riparian area pursuant to the RAR Assessment Methodology guidebook. The report will be submitted to the BC Ministry of Environment, Fisheries and Oceans Canada, and District of Lantzville.

- (b) Where the QEP report proposes a Harmful Alteration, Disruption, or Destruction (HADD) to fish habitat pursuant to Section 35(2) of the *Canada Fisheries Act*, the development permit shall not be issued unless the HADD is subsequently approved by Fisheries and Oceans Canada.
- (c) Where the QEP report describes an area designated as Streamside Protection and Enhancement Area (SPEA), the development permit will not allow any development activities to take place therein, and the owner will be required to provide a plan for protecting the SPEA over the long term through measures to be implemented as a condition of the development permit, such as:
- a dedication back to the Crown;
 - gifting to a nature protection organization (tax receipts may be issued);
 - the registration of a restrictive covenant or conservation covenant over the SPEA confirming its long-term availability as a riparian buffer to remain free of development.
- (d) Where the QEP report describes an area as suitable for development with special mitigating measures, the development permit will only allow the development to occur in strict compliance with the measures described in the report.
- (e) Monitoring and regular reporting by professionals paid for by the applicant may be required, as specified in a development permit.
- (f) If the nature of a proposed project in a riparian assessment area evolves due to new information or some other change, the QEP will be required to re-assess the proposal with respect to the SPEA.
- (g) Wherever possible, QEPs are encouraged to exceed the minimum standards set out in the RAR in their reports.
8. No development projects within the 30-metre riparian assessment area may proceed until the Ministry of Environment advises the District of Lantzville that the fish habitat requirements as set out in the Riparian Areas Regulation have been met.
9. No aspect of this Schedule relieves a developer from the requirement to meet all other requirements of any applicable bylaws or enactments or to acquire any necessary permits.
10. Development permit applications should include a report prepared by a qualified professional outlining the following information:
- detailed site plan (1:250 or larger) identifying the environmentally sensitive area within the site;
 - criteria used to define the boundaries of the environmentally sensitive area;
 - inventory of fisheries species and related habitat;
 - impact statement describing effects of proposed development on natural conditions;
 - procedures for protection of riparian areas and habitat during construction;
 - guidelines for mitigating habitat degradation including limits of proposed leave areas;
 - habitat compensation alternatives, where compensation is approved.

11. Development permit applications should include a vegetation management plan indicating the extent of proposed buffer areas and the proposed management of vegetation in these areas.
12. Based on the bio-physical assessment of the site within an area designated DPA I, works or protective measures, such as the planting or retention of trees or vegetation, may be required to preserve, protect, restore, or enhance natural watercourses, fish habitat, or riparian areas.
13. In the absence of a report from a qualified professional, a minimum buffer of 30 metres will be preserved between the natural boundary of the watercourse and any building or structure.

11.4 DPA II - Steep Slope Protection

11.4.1 Category

In accordance with Section 488 (1) (b) of the *Local Government Act*, steep slopes are areas with 30 percent incline or more, and may be treed. These slopes are designated DPA II areas, as shown on Map No. 10.

11.4.2 Justification

These slopes tend to constitute high risk areas for erosion and slippage if the tree cover is substantially altered. In order to ensure that potentially hazardous conditions are avoided, that adequate tree cover is retained, and that surface water runoff is minimized, the District requires development permits for these areas.



Figure 77: Development near steep slopes may provide views, but hazards require careful avoidance and risk management

11.4.3 Guidelines

For areas on steep slopes, the following guidelines will be used to assess any proposed development or alteration of land:

1. Development permits will be required in these areas for activity including construction, subdivision, land clearing, land grubbing, soil removal, soil deposit, and tree removal.
2. Interior alterations or non-structural exterior alterations to a building or structure do not require a development permit.
3. Where possible, development or alteration should be planned to avoid intrusion into DPA II areas and to minimize the impact of any activity on these areas.
4. Prior to any development or alteration of land within DPA II areas, a development permit must be issued that includes an assessment by a qualified professional assessing the slope condition and the importance of existing vegetation to the slope stability.
5. No development or alteration of land will occur where the report by the qualified professional indicates that a hazardous condition would result.
6. The District encourages planning for the retention of significant stands of trees within DPA II areas.
7. In the absence of a geotechnical engineering report, no development or alteration of land will be permitted on a 30 percent or steeper slope, or within 30 metres of the top of the ridge or the base of the slope.

11.5 DPA III - Sensitive Ecosystems Protection

11.5.1 Category

As permitted by Section 488 (1) (a) of the *Local Government Act*, environmentally sensitive areas or ecosystems and areas that have been identified in the Sensitive Ecosystem Inventory Project for Southeast Vancouver Island (2004 update) as being endangered or sensitive to disturbance, are designated as Development Permit Areas. Such lands include stands of Garry oak, woodlands, older forests, habitat and nest trees for eagles and herons, meadows, grasslands, and their associated species, some of which are unique to south-eastern Vancouver Island.

11.5.2 Justification

The *Wildlife Act* protects identified birds, birds' nests, eggs, and young while the nest is occupied and year-round for the nests of eagles and herons. To ensure the viability of nest trees, the Ministry of Environment recommends buffer areas surrounding these trees.

Sensitive lands identified on the Sensitive Ecosystem Project map are generally considered to be areas that are endangered or sensitive to disturbance. It is acknowledged, however, that there may be sensitive ecosystems that are not recorded on the map, and that a number of sites shown on the map have not yet been ground-truthed.

In both cases, adequate buffers must be provided between Environmentally Sensitive Areas and development to protect the feature.



Figure 78: Sensitive ecosystems include nest trees, Garry oak, herbaceous areas, and areas of rare older forest or woodlands

11.5.3 Guidelines

For sensitive ecosystems the following guidelines apply:

1. Development permits will be required in these areas for activity including construction, subdivision, land clearing, land grubbing, soil removal, soil deposit, or tree removal.
2. Interior alterations or non-structural exterior alterations to a building or structure do not require a development permit.
3. Nest trees are protected under the provincial *Wildlife Act*. This includes known nest trees and nest trees that may be identified during the course of site assessment or development.
4. Nest tree protection buffer areas will be determined in accordance with Section 4.3.2 of the document *Develop with Care 2014: Environmental Guidelines for Urban and Rural Land Development in British Columbia* and Section 8 of *Guidelines for Raptor Conservation during Urban and Rural Land Development in British Columbia (2013)*.
5. The District will only support development of land within a DPA for environmentally sensitive areas provided the applicant or appropriate authority presents acceptable evidence that the proposed development will not disturb or adversely affect the habitat tree or ecosystem.
6. Development permit applications should include a report prepared by a qualified professional outlining the following information:
 - detailed site plan (1:250 or larger) identifying the environmentally sensitive area within the site;
 - criteria used to define the boundaries of the environmentally sensitive area;
 - inventory of species and related habitat;
 - impact statement describing effects of proposed development on natural conditions;
 - procedures for protection of Environmentally Sensitive Areas during construction;
 - guidelines for mitigating Environmentally Sensitive Area or habitat degradation including limits of proposed leave areas;
 - habitat compensation alternatives, where compensation is approved.
7. In the absence of satisfactory evidence of non-disturbance, no development or alteration will occur within 60 m of the habitat tree or within 30 metres of a sensitive ecosystem.

11.6 DPA IV - Coastal Protection

11.6.1 Category

Pursuant to Section 488 (1) (a) and (b) of the *Local Government Act*, the entire shoreline of the District of Lantzville at the Salish Sea is designated a Development Permit Area, including the land within 15 metres inland of the natural boundary, and also the public foreshore from the natural boundary seaward to the water low tide line, as shown on Map No. 10.

11.6.2 Justification

Construction or erosion control features along the waterfront often accelerate shoreline erosion on adjacent areas, reduce stability, and degrade the aesthetic of and pedestrian movement along the beach area. They may also result in accretion in other areas. In order to ensure that potentially hazardous conditions are avoided and that the integrity of the slopes and shoreline is maintained, alteration of adjacent lands must be regulated.

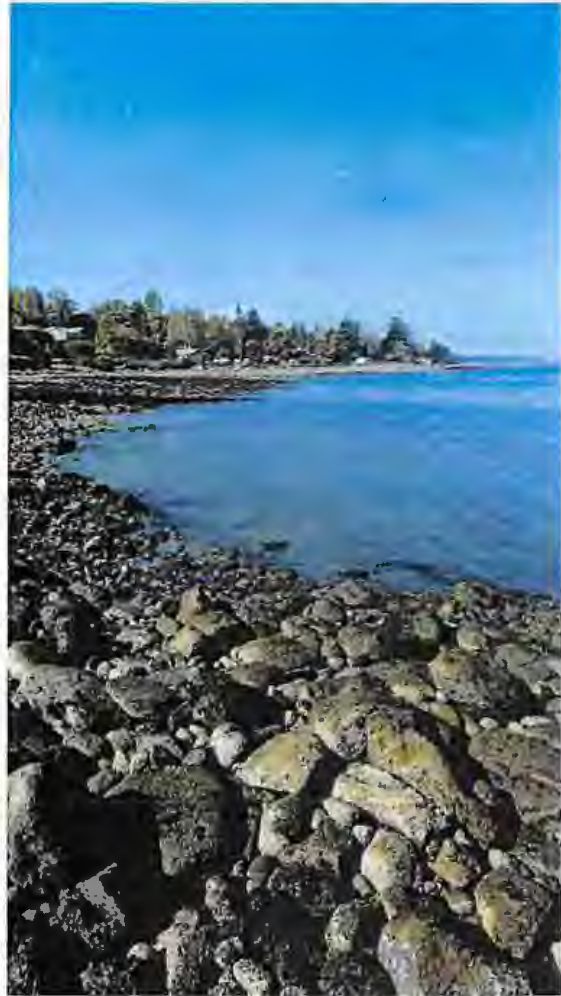


Figure 79: Maintaining public foreshore access and waterfront ecosystems must be integrated with waterfront property development and maintenance

11.6.3 Guidelines

The District has adopted the following guidelines for coastal protection:

1. A development permit will be required for shoreline protection devices, removal of native vegetation, grading, or works within an area designated DPA IV.
2. Construction or alteration should be planned to avoid intrusion into DPA IV areas, to minimize the impact on these areas, and to minimize any further erosion or accretion at the subject property or adjacent properties. Public walking access along sand or gravel beach areas will be accommodated between the non-spring high tide line (approximately 1.5 metres geodetic) and the toe of any structural riprap or vertical erosion control structure, with a minimum public access width at non-spring high tide of 2 metres. It is recognized this public access may be temporarily inaccessible in spring tide and storm surge conditions.
3. An assessment by a qualified professional (marine engineer and/or geotechnical engineer) and a British Columbia Land Surveyor's certificate will be conditions of the development permit for shoreline protection devices or works.
4. Other than approved portions of green shores beach nourishment solutions, protection devices or works will be located within the original shoreline property boundary, without extending into prior encroachments onto public property and without extending into accretion areas.
5. No development or alteration of land will occur where the qualified professional report indicates that a hazardous condition would result or impacts will occur on adjacent public or private property.
6. Except where otherwise permitted in the Zoning Bylaw, buildings and accessory structures must be set back at least 15 metres from the property boundary adjacent to the Salish Sea. This 15-metre area will be limited to uses that have impact on the marine foreshore and bank.
7. The flood construction level will be an elevation at least 4.5 metres geodetic (2.0 metres above the highest recorded water level of the Salish Sea). This flood construction level may change from time to time due to the influence of anticipated sea level rise. Structures that have an anticipated life exceeding 75 years shall require a custom flood construction level that anticipates sea level rise to the end of the structure life, as determined by a qualified professional (marine engineer and/or or geotechnical engineer).
8. The placing of fill within 15 metres of the top of bank will be discouraged. Any grading within the Development Permit Area requires a development permit.
9. The District encourages the retention and restoration of natural shoreline vegetation and naturally occurring driftwood and rocks. Where these are removed for construction (including beach nourishment or green shores construction), the owner's qualified professionals shall provide a plan for restoration or replacement of native shoreline vegetation, large woody features, and foreshore / backshore habitat features. Once approved by the District, the plan shall be a requirement of development permit.
10. The District will discourage armouring of the shoreline by retaining walls, cement blocks,

or other permanent structures unless erosion is directly threatening the permitted primary residential building.

11. The need for all erosion protection structures, and the design and materials of the erosion control features, shall be determined by a qualified professional (marine engineer and/or geotechnical engineer), and will be subject to approval by appropriate federal and provincial agencies and the District of Lantzville.
12. Where protection is required, new and reconstructed protection structures should be constructed of (in order of preference):
 - beach nourishment sand and gravels,
 - large rounded boulders,
 - large wood material,
 - riprap,
 - or combinations of the above, rather than vertical wall structures.
13. If vertical wall structures are the only potential solution, the owner shall provide an impact assessment by a qualified professional (marine engineer and/or geotechnical engineer) that quantifies and mitigates the potential impact to adjacent properties and foreshore.
14. All erosion control features will be constructed on private lands, other than approved parts of green shores beach nourishment which may extend onto upper parts of the public foreshore. The portion of beach nourishment on public property will be subject to approval by Provincial and Federal authorities, as well as the District.

15. The District will discourage the approval by relevant provincial authorities of any property accretion being transferred to private landowners along the shoreline.
16. Over the longer term, the District will encourage current landowners, and may require new development to restore the shoreline to a natural beach (green shore) with provision for sea level rise. The District will work with property owners and provincial and federal agencies to develop a restoration plan. Wave energy reduction may be considered as part of the solution to erosion and restoration.
17. The District will co-operate with foreshore landowners, appropriate agencies, local stewardship groups, and the community to enhance creek mouths in support of aquatic and riparian habitat.



Figure 80: At Rathtrevor Provincial Park, a seawall causing waterfront erosion was replaced by beach nourishment sands and gravels in a "Green Shores" approach

11.7 DPA V - Village, Intensive Residential, and Multi-Family

11.7.1 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 No. 3 and Map No. 10 is designated a Development Permit Area, including:

- ▶ All land within the Village, including the commercial core and Village Residential areas, as shown on Map No. 3.
- ▶ All intensive residential, multi-family, commercial, or mixed-use lands within the District.
- ▶ All lands within the Special Plan Areas shown on Map No. 10, until such time as a Special Plan is adopted as a supplement to the OCP, in which case the DPA V Design Guidelines may be adjusted in accordance with the applicable Special Plan, which may identify areas where DPA V would continue to apply, and other areas where DPA V does not apply (e.g. single-family land uses with separate building schemes).
- ▶ DPA V design guidelines do not apply to the Lantzville Industrial Park, which is administered under DPA VI – Lantzville Industrial Land Form and Character.

11.7.2 Justification

Goal 3 in this Plan is to strengthen the Village 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-family residential, and intensive residential development, as well as any revitalization of the Village 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. DPA V 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.



11.7.3 Guidelines

A. Guidelines Applicable to All Land Uses

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, Intensive Residential, and Multi-Family 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. Intensive Residential means any development on a parcel (fee simple or strata) that is smaller than 500 square metres in area. Multi-Family means any strata development including bare land strata or building strata.
4. The policies contained in Part Two, Sections 6.2, 7.2, and 8.4 apply to this DPA.
5. 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 planted vegetation and tree cover.

Neighbourliness:

6. The scale, form, and character of new development will enhance and be compatible with the existing character of surrounding properties.
7. Development will respect the tranquility, privacy, and access to sunlight of nearby properties.
8. 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.
9. 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 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 to promote informal surveillance through a high degree of visual oversight.

Relationship to the Street, Public Realm, & Pedestrian Orientation:

10. All site plan layouts will accommodate pedestrians and provide accessible routes for wheel chairs:
 - 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.
11. All development will integrate pedestrian / bicycling paths into the site plans, providing linkages with adjacent neighbourhoods.

Landscaping & Screening:

12. Design should account for solar exposure to public and private spaces.
13. 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 off-set its removal.
14. 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.

15. 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.
16. 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.
17. 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.
18. Drought-resistant, edible, and native planting species are encouraged. Invasive species will not be planted.
19. Green roofs and rooftop gardens are encouraged to reduce runoff and energy consumption.
20. Sufficient topsoil should be retained or added to promote well-rooted landscaping that requires less irrigation and stays green longer during drought conditions.
21. Rainwater harvesting, for indoor non-potable use and/or outdoor irrigation use, is encouraged.
22. Vegetated channels such as bioswales are encouraged to capture, store, and slowly

release rainwater in place of concrete storm channels and drains.

Parking, Loading, & Access:

23. New public roads, private driveways, and their access to existing public roads will be sited to avoid environmentally sensitive areas.
24. Underground parking is encouraged.
25. 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.
26. 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.
27. Provision for public transit service, including bus stops and pull-outs, will be included with development plans where appropriate.

Lighting:

28. 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.

29. Solar powered lighting is encouraged.

Green Buildings:

30. 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.
31. 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.
32. Incorporation of solar panels as a supplementary or alternative energy and geothermal heating are encouraged.
33. 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

- 35. 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 Commercial Core. Under-building parking shall be required for three- to four-storey buildings, and strongly encouraged for two-storey buildings. All other multi-family housing should be a mix of one- and two-storey heights.
- 36. Orient buildings and pedestrian entries to face winding, narrow streets.
- 37. At site periphery, provide native wooded buffers, or manicured streetscape, trees, and articulated perimeter screening rather than blank fences or hedges.
- 38. Multi-family 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.
- 39. Bends or angles in building plan form are encouraged to break up long facades and to form courtyards or plaza spaces between buildings.
- 40. 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.
- 41. Multi-family housing developments will be designed in such a way as to facilitate recycling collection and composting, and shall include bicycle storage facilities.
- 42. District energy or heating systems are encouraged where viable.

Figure 82: Precedents for site development guidelines



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.

Figure 83: Precedents for residential building guidelines



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.

Figure 84: Avoid these problems through well planned site design and high-quality building design



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

C. Guidelines for Commercial, Institutional, and Mixed-Use Development

Form & Character:

43. Guidelines for Residential Development (above) apply to residential components of this section.
44. A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site.
45. The use of local building materials such as wood is encouraged.
46. Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features.
47. A relaxed feel is supported, rather than architectural styles that look too expensive / exclusive or resort-like.
48. 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.
49. New development should support the “village scale” of the Village Commercial Core.
50. 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.

51. 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.
52. 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 & Colour:

53. The use of natural materials or materials that replicate the aesthetic of natural materials such as cedar shingles, wood, logs, and stone is encouraged.
54. Historic colours such taupes, browns, greys, whites, and pastels are supported, with complimentary colours as accents.
55. Exterior trim and architectural features should be robust and weather resistant.
56. Pedestrian weather protection should be provided by overhangs or canopies.

Figure 85: Application of form and character guidelines to the Village

Building form and height

- ▶ There is broad support for keeping the village commercial core at a “village scale”. This is interpreted by many community members as a maximum height of three stories and walkable in length.
- ▶ 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.
- ▶ Having buildings step back at each storey would also help avoid shading the street.
- ▶ Residential use above commercial units is encouraged.

Relationship between buildings and the street

- ▶ 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.
- ▶ 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.
- ▶ Patio life should be encouraged, with activity spilling out from storefronts (but not obstructing walkways).
- ▶ Overhangs or awnings could provide color, interest, and shelter from the rain.

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.

Other precedent images:



Store differentiation, complex roof



Patio life

Building character

- ▶ A variety of architectural expressions are supported. Buildings should fit the Lantzville context, responding to the landscape, site, climate, and history of the site.
- ▶ The use of local building materials such as wood is encouraged.
- ▶ Simplistic box-shaped buildings are not supported. Interesting rooflines are supported, paired with heritage features.
- ▶ A relaxed feel is supported, rather than architectural styles that look too expensive or resort-like.

Connection to the Ocean

- ▶ Views of the ocean should be preserved.
- ▶ 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.

Precedent images continued:



Local materials, accent colours



Mixed-use with residential above

Examples of seaside elements in buildings:



Relationship to the Street, Public Realm, & Pedestrian Orientation:

57. Buildings fronting along Lantzville Road should be oriented to Lantzville Road.
58. 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.
59. 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.
60. 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).
61. 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.
62. 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.

Figure 86: 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 sets up a "people place".

63. Short walkable distances between storefronts and generous provision of windows are encouraged.
64. In mixed-use buildings, locating residential uses above commercial uses is encouraged.
65. 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.
66. Natural light penetration under overhangs, eaves, or awnings should enhance private and public outdoor experience.
67. All commercial development will provide a minimum of one rest bench. Rest benches that fit the character of the village are encouraged.

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

69. Sunny sitting-out areas are encouraged throughout the Village 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.

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

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

72. 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.

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

Figure 87: Incorporate trees, flowers, and sculptural elements



Landscaping could incorporate elements of the seashore. Some examples are depicted below:



A planted paddleboat



Log features could be incorporated into planters

Signage:

- 74. Signage will generally be unobtrusive and designed in such a manner as to be complementary to the “village” form and character.
- 75. 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 Commercial Core.
- 76. The use of carved wood for signs is encouraged.
- 77. Backlit signs are not permitted.
- 78. Where more than one business fronts a street under a single awning, there should be no more than one awning sign per business.

- 79. 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.
- 80. 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.
- 81. Freestanding signs using carved wood and incorporating ornamental, decorative, or sculptural elements are permitted.
- 82. Sandwich board signs must not obstruct pedestrian circulation.

Figure 88: Shared signage that has a coastal villoge feel



Parking, Loading, and Access

83. Where possible, vehicular access to all off-street parking spaces will be from a lane or side street.
84. 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.
85. New curb cuts will be avoided or minimized on Lantzville Road. Sharing an access with a neighbouring development is encouraged.
86. 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.
87. 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.
88. 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.
89. All commercial development will provide a minimum of one bike rack. Bike shelters and bike storage facilities are encouraged.

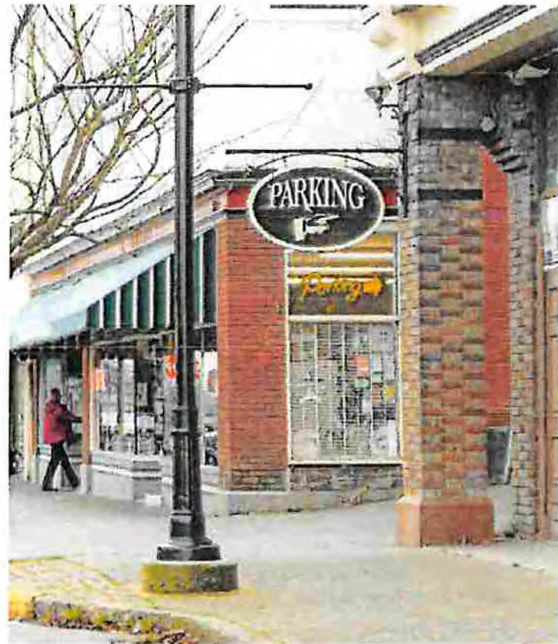


Figure 89: The sign directs drivers to off-street parking at the rear of buildings in Ladysmith

11.8 DPA VI - Lantzville Industrial Land Form and Character

11.8.1 Category

Pursuant to Section 488 (1) (f) of the *Local Government Act*, the District designates the Lantzville Industrial Lands as a Development Permit Area to control the form and character of development within these areas.

11.8.2 Justification

While Lantzville Industrial Park is, in general, fully developed and occupied, it is recognized that the area could, in whole or in part, be redeveloped to suit new tenants. The area is highly visible by people walking, bicycling, or driving along the Island Highway and is a reflection of the image many people have of Lantzville.



Figure 90: Lantzville Industrial Park

11.8.4 Guidelines

The following guidelines are intended to aid in the maintenance and enhancement of the area:

1. A development permit will be required for any development within the Lantzville Industrial Park DPA.
2. The policies contained in Part Three, Section 11.2.1 apply to this area.
3. In accordance with its agreement with the Ministry of Transportation and Infrastructure, the District wishes to maintain a treed buffer along the Island Highway for its entire length within the municipality. The District therefore encourages the planting of trees, shrubs, and hedges on the property frontages along Industrial Road.
4. The development permit application must include architectural, landscape architectural, and site plans showing, as 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 planted vegetation and tree cover.
5. Outside storage and manufacturing areas should be located to the rear of the buildings and structures and should be suitably screened with landscaping.
6. Buildings, structures, and works yards located on parcels adjacent to Industrial Road should be sited and shaped in such a manner as to be visually unobtrusive.
7. 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.
8. 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.
9. 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.
10. Drought-resistant, edible, and native planting species are encouraged. Invasive species will not be planted.
11. Sufficient topsoil should be retained or added to promote well-rooted landscaping that requires less irrigation and stays green longer during drought conditions.

12. Rainwater harvesting, for indoor non-potable use and/or outdoor irrigation use, is encouraged.
13. Vegetated channels such as bioswales in place of concrete storm channels and drains to capture, store, and slowly release rainwater are encouraged.

Lighting:

14. All exterior building and site lighting fixtures 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;
 - be arranged so rays of light are directed upon the parking, walking, loading, or operations areas and not upon adjacent land or streets.
15. Solar powered lighting is encouraged.

Green Buildings:

16. 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, or other recognized systems, is encouraged.
17. 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.
18. Incorporation of solar panels as a supplementary or alternative energy and geothermal heating are encouraged.

19. 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.

Signage:

1. Signage should be visually unobtrusive and grouped wherever possible. Particular emphasis should be given to signage that is aesthetically pleasing and has minimal or indirect lighting.
2. Signage should be clear and at as small a scale as possible to be legible from Industrial Road. Signage on individual properties of scale and height to be legible from the Island Highway is discouraged. The District may consider a consolidated sign directory for “Lantzville Industrial Park” that is at the entrance(s) to Industrial Road from the Island Highway.
3. The use of carved wood for signs is encouraged. Backlit signs are not permitted.
4. Where more than one business fronts a street under a single awning, there should be no more than one awning sign per business.
5. 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.
6. Hanging, under-canopy signs are encouraged perpendicular to a building, but only one per business should be permitted.
7. Freestanding signs using carved wood and incorporating ornamental, decorative, or sculptural elements are permitted.
8. Sandwich board signs must not obstruct pedestrian circulation.

11.9 DPA VII - Forest Resource Lands

11.9.1 Category

Pursuant to Section 488 (1) (a) and (b) of the *Local Government Act*, this designation is intended to minimize the impact of development on fish habitat and fish supportive watercourses, surface water quality, the effect of seasonal flooding on the built environment, stability of steep slopes, and protection of habitat. It includes privately owned lands designated as Forest Resource in this Plan that are not managed under the regulations of the *Private Managed Forest Land Act*.

11.9.2 Justification

Protection of the ecological values of forested areas is managed by the province when forested areas are designated as managed forests under the *Private Managed Forest Land Act*. This currently applies to the designated privately and publicly owned designated forest lands in Lantzville. Should any of these areas be removed from designation under the *Private Managed Forest Land Act*, or should the provincial lands be sold as a private tenure, no provincial management guidelines or regulations to protect the ecological values of these sites would apply directly to the ongoing management of these areas as working forests.

11.9.3 Guidelines

The District adopts the following policies for these areas:

1. Development permits will not be required for lands subject to the regulations under the *Private Managed Forest Land Act* or the *BC Forest Practices Code*.
2. Development permits will be required in these areas for construction, subdivision, land clearing, tree removal, road construction, land grubbing, soil removal, or soil deposit.
3. The development permit application must include, as a minimum, a management plan prepared by a qualified professional for tree harvesting or processing and/or any related site development including road construction, and will include the following:
 - Protection of water quality, maintenance of natural hydrologic flow rates and locations, and fish habitat by establishing and maintaining Riparian Management Zones (RMZs), building and maintaining secure and stable roads with appropriate drainage structures, protecting natural surface drainage patterns, and complying with all applicable legislation.
 - Protection of wildlife and wildlife habitat by addressing provisions of all applicable legislation, locating critical wildlife areas, and enter into a habitat protection agreement, as needed.
 - Protection of the long-term forestry use by ensuring timely re-establishment of forest cover following harvesting or if natural events cause removal of trees.
 - The location of internal roads, road fill extraction areas, public road connections, and method and timing of harvest.
 - Conservation of soil, especially in sensitive terrain by identifying areas of unstable slopes and soils or areas that are prone to erosion, and manage all harvesting and road building accordingly.

11.10 DPA VIII – Hwy 19 (Island Highway) Development Permit Area

11.10.1 Category

The DPA VIII - Hwy 19 (Island Highway) Development Permit Area applies to all private lands within 15 metres of the right of way boundary with Hwy 19, as shown on Map No. 10

Pursuant to Section 488 (1) (a), (b), (e), (f), (i) and (j) of the *Local Government Act*, this designation is intended to provide a visual, natural environment and greenhouse gas buffer between the Island Highway (Hwy 19) and intensive residential, commercial, and mixed-use areas of Lantzville.

11.10.2 Justification

The frontage of Lantzville along Hwy 19 (Island Highway) is generally lined with native forest, both within the highway right of way, and on adjacent private property or on the E&N railway right of way. This buffer is a key part of the semi-rural character of the District, and also provides natural environment advantages including limited use of water and uptake of greenhouse gases. The objective of DPA VIII is to maintain or supplement / renew this forest buffer when development of intensive residential, commercial, or mixed-uses occurs along the corridor.



Figure 91: Forest buffers along Island Highway are important to the character of Lantzville

11.10.3 Guidelines

The District adopts the following policies for these areas:

1. Development permits will not be required for lands subject to the regulations of the Agricultural Land Reserve.
2. Development permits will be required in these areas for construction, subdivision, land clearing, tree removal, road construction, land grubbing, soil removal, or soil deposit.
3. The development permit application must include, at a minimum, a management plan prepared by a qualified professional for tree management (consulting arborist or landscape architect) that would include:
 - Identification of existing forested or treed areas to remain, with a classification to indicate species mix and general size ranges.
 - Relationship of existing forested or treed areas to adjacent land use development, including forested areas remaining between highway pavement edge and highway right of way, or on E&N railway or other utility rights-of-way, as well as proposed development or tree clearing on the private side of the buffer.
4. Recommendations of the qualified professional, once approved by the District, shall become requirements of the development permit.
 - Assessment of hazard trees in the buffer area and justification for removal if required.
 - Identification of invasive plant materials in the buffer and recommendations for removal.
 - Recommendations for supplementary native tree planting to replace hazard trees removed and to fill in unforested areas with the objective of creating a continuous forest buffer in the DPA.
 - Conservation of soil, especially in sensitive terrain or areas that may receive concentrated surface flow, by identifying areas of unstable slopes and soils or areas that are prone to erosion, and management of all adjacent development accordingly to protect soils and vegetation in the DPA buffer.

11.11 Comprehensive Development Plan Areas and Special Plan Areas

The District has designated the Foothills Estates lands as a Comprehensive Development Plan Area. Several large development sites are designated as Special Plan Areas. Designating these large development sites as Comprehensive Development Plan Areas or Special Plan Areas, allows a more detailed planning and engagement process to encourage constructive dialogue and refinement of concepts among interested landowners / developers, neighbouring property owners, and the broader community, with support from District staff and consulting professionals.

Guidelines and policies for the planning and development of these areas are included in Part 2, Section 8.1 of this Plan. A copy of the Comprehensive Development Plan for the Foothills Estates is attached to this OCP as Appendix C.

11.12 Zoning

Zoning is one of the regulatory tools that can be utilized to implement the vision, goals, and policies contained in an Official Community Plan. Under Section 479 of the *Local Government Act*, zoning legally establishes the density of development that will be permitted on any parcel of land, as well as specifying the activities and uses that can take place. It also contains specific regulations that will control the size, siting, and other details of development control that are required. Like an OCP, zoning is adopted by bylaw.

11.13 Subdivision

A subdivision bylaw regulates how land may be subdivided in conformity with the policies of the Official Community Plan. A subdivision bylaw approved under Section 506 of the *Local Government Act*, primarily regulates the minimum standards for development, as well as the detailed and specific requirements for those services that may be necessary in order for subdivision approval.

The District has updated “District of Lantzville Subdivision and Development Bylaw No. S5. 200S” to ensure that it reflects the most appropriate standards for Lantzville and the policies of this plan.

11.14 Development Approval Information

The District will adopt relevant requirements and procedures to require development approval information under Section 485 of the *Local Government Act*, for Special Plan Areas and Comprehensive Development Plan Areas and for Development Permit Areas as identified in this Plan.

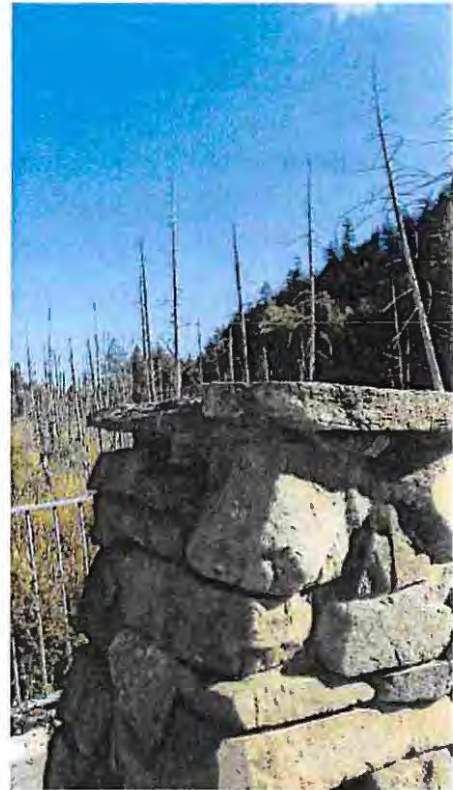


Figure 92: The Foothills Development is entering first phases

11.15 Development Cost Charges

Development Cost Charges (DCCs) are charges levied on new development projects pursuant to Section 559 of the *Local Government Act*. DCCs may be imposed by bylaw for the purpose of providing funds to assist the local government to pay the capital costs of services such as sewerage, water, drainage, roads, or other infrastructure improvements required to support the development. The District currently uses the “Development Cost Charges for Water, Sewage, Drainage, Highway Facilities, and Park Land Bylaw No. 52, 2006” and may undertake studies from time to time to determine updated DCCs that might be applied to new development areas.

11.16 Development Standards

The District has the authority to adopt engineering and development standards as it deems appropriate for the community.

While the District’s current engineering and development standards incorporate green infrastructure into public roadway requirements at subdivision, the District will encourage green infrastructure or alternative development standards to extend into private lands, in particular in intensive residential, multi-family, commercial, or mixed land uses.

11.17 Administration of the Plan

The District intends to ensure that this Plan, which represents the vision and goals of the residents of Lantzville, is implemented. Actions arising from the OCP include, among other tasks and activities, the following:

- ▶ Work with neighbouring jurisdictions including Nanoose First Nation, the City of Nanaimo, and the Regional District of Nanaimo to maintain good communication with its neighbours and ensure compatibility of adjacent land uses;
- ▶ Review and revision of applicable zoning bylaws;
- ▶ Review and revision, if considered appropriate, of subdivision bylaws;
- ▶ Consideration and adoption, where appropriate, of additional bylaws;
- ▶ Review, revision, and adoption of the Special Area Plans identified in the OCP.
- ▶ The development officer will use this Official Community Plan and its policies in review and approval of any relevant application related to development, subdivision, or rezoning.

12 | Climate Change and Reducing Greenhouse Gas Emissions

In response to climate change issues, the provincial government gave Royal Assent to Bill 27 [*Local Government (Green Communities) Statutes Amendment Act, 2008*] on May 29, 2008. Bill 27 amends the *Local Government Act* and other Provincial regulations to provide new tools for local governments. Most significantly, Bill 27 requires that all local governments include greenhouse gas emission reduction targets – along with policies and actions to achieve those targets – in their Official Community Plans.

The District of Lantzville is signatory to the Climate Action Charter, along with most other local governments in British Columbia, committing to contribute to reduction of Greenhouse Gas (GHG) emissions, including developing strategies and taking actions to achieve the following goals:

- ▶ being carbon neutral in respect of their operations by 2012, recognizing that solid waste facilities regulated under the Environmental Management Act are not included in operations for the purposes of this Charter.
- ▶ measuring and reporting on their community's GHG emissions profile; and
- ▶ creating complete, compact, more energy efficient rural and urban communities (e.g., foster a built environment that supports a reduction in car dependency and energy use, establish policies and processes that support fast tracking of green development projects, adopt zoning practices that encourage land use patterns that increase density and reduce sprawl.)

The Charter encourages local governments to implement programs, policies, or legislative actions that facilitate reduction of greenhouse gas emissions and remove barriers to taking action on climate change. As a “semi-rural” community with a low population, Lantzville’s contribution to GHG emissions is small compared to larger communities. However, Lantzville has the opportunity to show leadership in its role in energy efficiency, as a model and inspiration to other small BC communities.

Lantzville’s GHG reduction actions are integrated into the strategy of the Regional District of Nanaimo, including:

- ▶ regional waste collection, where Lantzville participates fully in efficient recycling, waste minimization, and organics collection, towards Net Zero Waste.
- ▶ regional transit, where Lantzville is serviced by transit using low-carbon fuels.
- ▶ regional recreation, where major energy consumers such as ice rinks and swimming facilities are supported in cooperation with the region and participating municipalities. Major energy and GHG reduction strategies are being implemented at these facilities. City of Nanaimo reached its corporate 2020 GHG reduction target by 2013.

Lantzville, as a corporate body, has a very small physical plant, consisting largely of the municipal hall, fire hall, municipal roads, and infrastructure. Energy and GHG emission reductions in these facilities is subject to on-going monitoring and improvement.

In this context, Lantzville's primary role in climate change and GHG emissions management lies in its monitoring and land use planning practices, as they affect transportation and building GHG emissions. The Province of BC's *2007 Community Energy and Emissions Inventory* showed Lantzville's emissions breakdown as follows:

- ▶ 82.1% from on-road transportation (compared with 60.0% for all of BC)
- ▶ 16.0% from buildings (compared with 34.9% for all of BC)
- ▶ 1.9% from solid waste (compared with 5.1% for all of BC)

These benchmarks indicate that land use planning that encourages people to choose alternate forms of transportation including walking, bicycling, and transit will support Lantzville reducing GHG emissions.

Objectives and policies below focus on how to integrate climate change and GHG emission management into land use planning. A key goal for Lantzville, in parallel with the same goal for British Columbia as a Province, will be to reduce GHG emissions on a per capita basis, so that overall emissions in the community remain manageable even if the population grows.

12.1 Objectives

The Plan intends to address climate change and reduction of GHG emissions in the following ways:

- ▶ To establish climate change as a factor in land use decision-making.
- ▶ To support efforts and policies to help our community adapt to climate change impacts.
- ▶ To work with others (e.g. RDN, adjacent municipalities and FN, and the Province) to support actions to limit emissions.
- ▶ To reduce greenhouse gas emissions by 33% by 2020 and 85% by 2050 from 2007 levels.

12.2 Policies

The District adopts the following policies with respect to the reduction of greenhouse gas emissions and climate change adaptation:

1. Pursue funding for GHG emission and energy planning, including updates to baseline and current GHG emissions and monitoring.
2. Continue to review and minimize energy use and GHG provisions from District corporate facilities, including buildings, vehicle fleet, pumps, and operations.
3. In OCP and Zoning, provide land use provisions for forestry, agricultural, rural areas, and large public open space (e.g., foothills) with high concentrations of vegetation for carbon sequestration, and low density of dwellings.
4. Where residential growth is permitted by the OCP and Zoning, encourage establishment of new neighbourhoods on transit routes, and at densities that are supportive of reasonable transit frequency of service, towards transit-oriented development.
5. Encourage a wide range of housing choice with relatively higher densities within walking and bicycling distance of the Village Commercial Core.
6. To minimize private vehicle emissions and promote transit in the Village Commercial

Core, allow mixed-use land uses including residential for a wide range of ages including young singles, families, and seniors.

7. Implement density bonus incentives and policies that create an integrated system of walking and bicycling trails and routes to schools, Village Commercial Core, and recreation areas, to provide safe and functional alternatives to use of private vehicles.
8. Encourage the implementation of energy and water saving best-practices in new subdivisions and developments, including:
 - Use of low energy / GHG embodied materials (e.g., low energy concrete, wood first)
 - Passive solar buildings and subdivisions
 - Renewable energy provisions in buildings and subdivisions

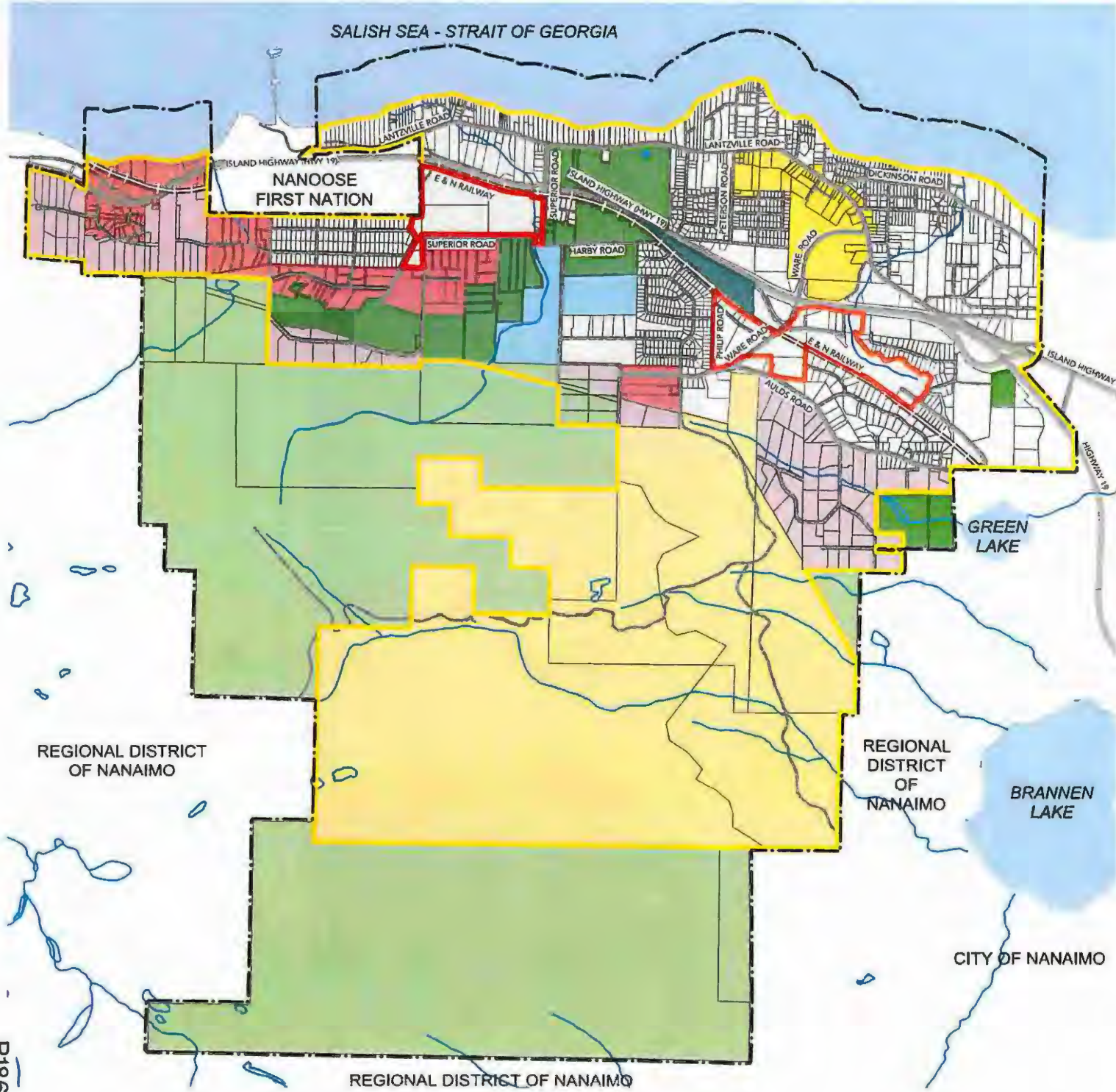
- Net-zero energy-ready buildings
- Low energy roadway and decorative lighting (e.g., LED or solar) where lighting is necessary.
- Provisions for shared-economy transportation
- Inclusion of charging provisions for non-fossil fuel (electric) vehicles

9. Promote, through District communications and outreach, appropriate existing and new energy efficiency programs, building code updates, and retrofit incentives by others (e.g., Province of BC, BC Hydro, Fortis BC), encouraging use of best practices in both new construction and retrofit of buildings.



Figure 93: Energy conservation, low energy buildings, more walking / bicycling / transit, and zero emission vehicles are in Lantzville's future

MAP 4: LAND USE DESIGNATIONS

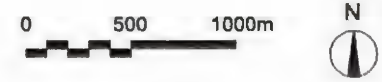


LEGEND

- District of Lantzville Boundary
- Growth Containment Boundary
- Parcels
- Roads
- Upper Lantzville Special Plan Areas

OCP LAND USE DESIGNATIONS

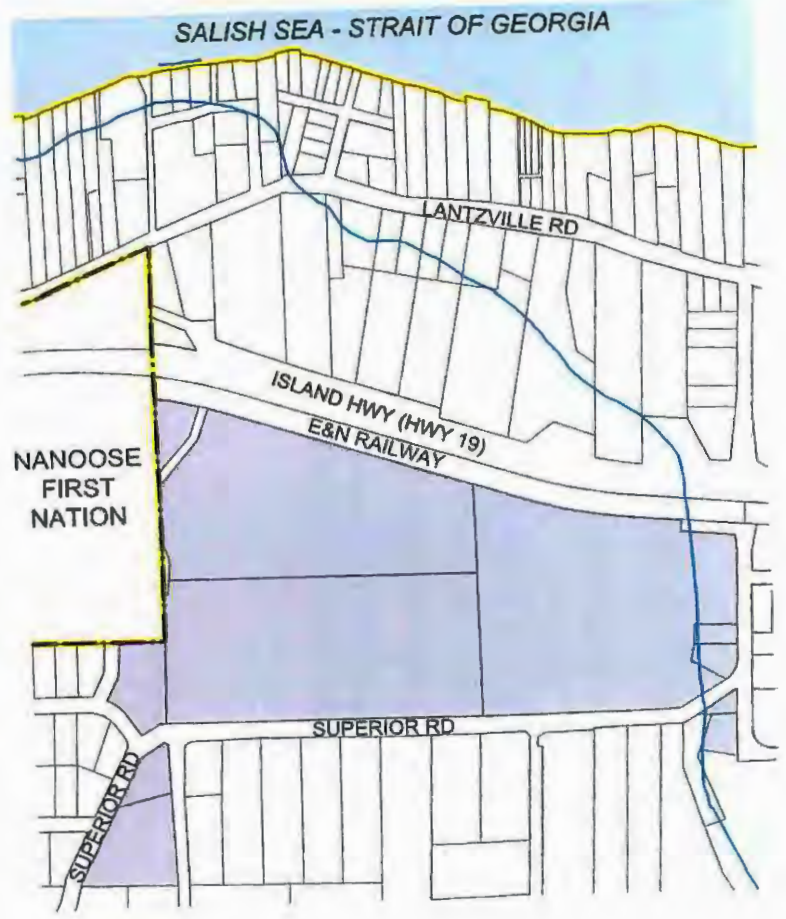
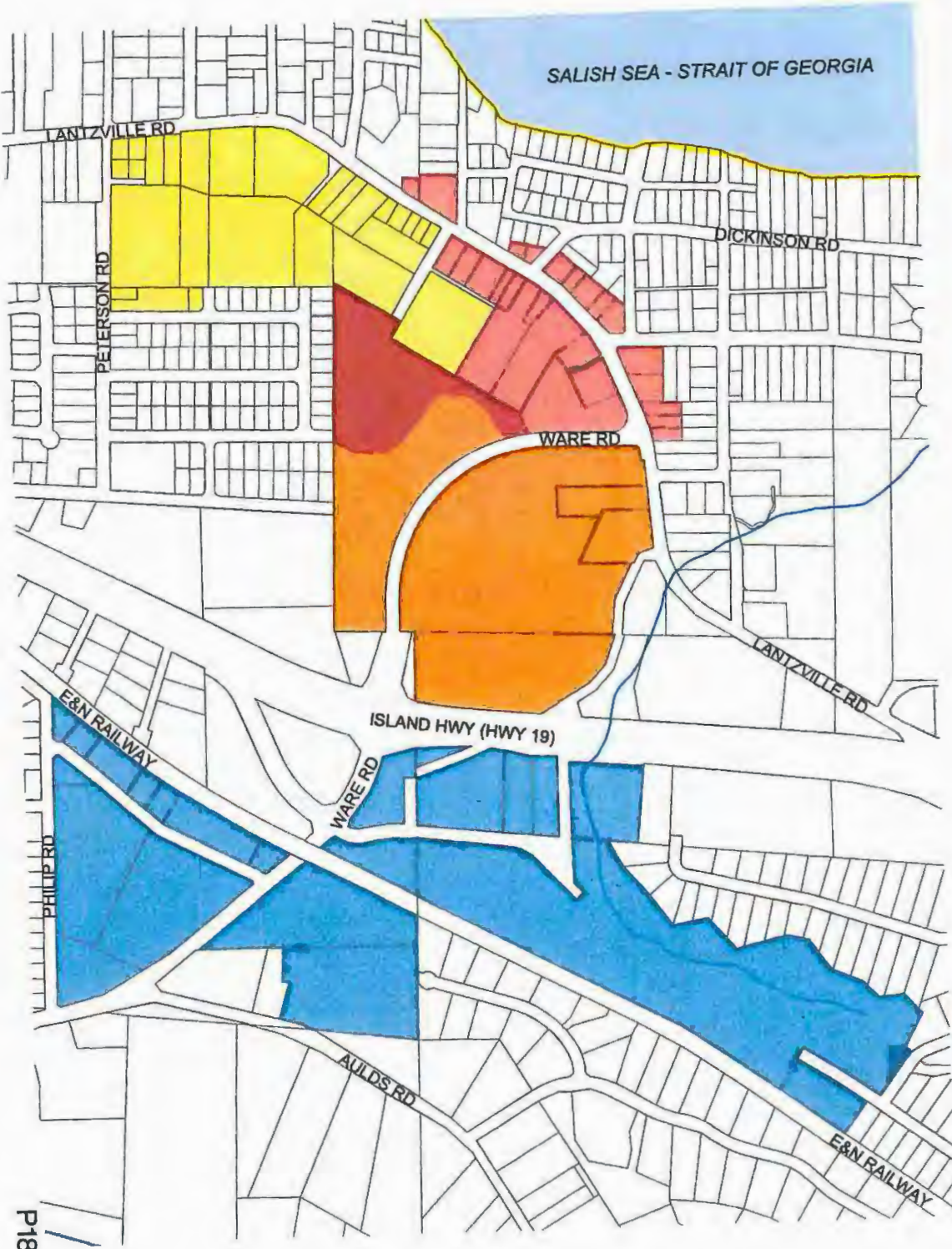
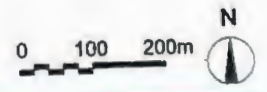
- Resource - Agriculture
- Resource - Forestry
- Resource - Open Space
- Residential
 - Estate Residential
 - Rural Residential
 - Village
 - Foothills CDA
 - Commercial / Industrial
 - Transportation Corridor



MAP 5: VILLAGE & UPPER LANTZVILLE SPECIAL PLAN AREAS (SPAs)

LEGEND

-  District of Lantzville Boundary
-  Growth Containment Boundary
-  Parcels
-  Village Commercial Core SPA
-  Village West SPA
-  Village Lowlands SPA
-  Village South SPA
-  Upper Lantzville Ware Road SPA
-  Upper Lantzville Superior Road SPA



OCP REVIEW SELECT COMMITTEE – OCP DRAFT REVIEW RESPONSE FORM

As you review the DRAFT Official Community Plan (September 27, 2017 Version), please provide your written response to the key questions below.

You may also identify other key issues or alternatives to policies in the DRAFT that you wish the Committee to deliberate – please use the space provided under Question 5, or add additional pages, to list these issues and provide suggested alternative policy for Committee consideration.

You may choose to bring your written response to the Oct 4, 2017 Committee meeting, or to submit it after discussion at the end of that meeting, or if you cannot attend, to submit it to District of Lantzville (Attention: F Limshue) prior to 4 p.m. on October 4, for consideration at the meeting that evening.

OCP Review Select Committee Member:	
Date Submitted:	
Location Submitted:	

1. In Special Plan Areas, Figures 49, 50, 51 and 52, starting on page 72 of the DRAFT OCP, illustrate four typical choices for new neighbourhood development pattern (for public we would include figures)

Question 1) Please rank your order of preference for development and housing choice pattern (1 is highest preference, 4 is lowest):

- Low Range Uniform Option
- Mid Range Uniform Option
- Low Range Varied Option
- High Range Varied Option

Comments on Question 1 (type in cell below)

2. In Special Plan Areas, a given building form and size could have a wide range of unit counts.

Figure 1 Typical Building Scale



The building illustrated in Figure 1 could have interior layouts that support any of the configurations below, with variation in unit count by a factor of 10:

Building Use	Typical Residents	Typical Transportation (or target)
Single Family	2 (+ children?)	2+ vehicles (single occupancy use?)
Duplex	2-4 (+ children?)	2+ vehicles (single occupancy or family use?)
Fourplex (shown)	4-8 (+ children?)	2-4 vehicles (target 50% as shared/transit alt*?)
Sixplex (smaller units)	6-10	6-10 vehicles (target 50% as shared/transit alt*?)
Seniors group home	10	2-10 vehicles (target 80% as shared/transit alt*?)

*Means reducing single occupancy vehicles and parking by the percentage shown with provisions to provide shared vehicles (e.g. smart cars, co-op cars), higher frequency transit, and walk/cycle to transit or shared vehicle locations.

Special Plan Areas shown on Maps 4, 5A and 5B will pursue a range of housing choice (including the options above). It is likely in Upper Lantzville Special Plan Areas (above Hwy 19) that single family units would dominate, with some multiple family for housing choice, all 2 storeys maximum height. In Lower Lantzville Special Plan Areas (below Hwy 19) multiple family or smaller innovative units are likely to be a more prevalent option, with a wide range of housing choice and select (core) areas of mixed use and varied height including some 3-4 storey if under-building parking is provided.

Special Plan Area designations maintain a relative low 'base density', and use Density Bonus provisions to allow higher density in exchange for provision of community benefits like green space protection, clustering or innovation.

Final decisions for each Special Plan Areas require a detailed public engagement and site planning / zoning / visualization process before Council considers a final recommended detail plan and final allowable densities and number of units. In setting parameters (book-ends) for the Special Plan Areas processes, the OCP sets a range of allowable density for each Special Plan Area – from an allowable 'base density' through a range of 'density bonus' provisions. If all density bonus criteria were met, there is a 'maximum allowable' density set out in the OCP for each area.

The question is about at what range the 'book-ends' of density should be in the OCP. Some community respondents have expressed concern about the number of units (quantity) of

development. There are also strong values supporting high quality development that is not 'cookie cutter' and that is distinct from adjacent municipalities.

These concerns are heard. At the same time, if the total density and density bonus provisions allowed are too low, unintended consequences could occur due to developers opting to build closer to the base density:

- Very high prices per unit (large lots and large homes);
- Lower quality development, as developers balance high land/infrastructure costs/unit with less risk in building cheaply within 'known markets' and 'towards competitive price points';
- Relatively low (5%) public open space dedications, related mass clearing / loss of buffers;
- Very little clustering or housing choice;
- No innovation – more 'cookie-cutter' style of development;
- Highly auto dependent development, with more trips/day, more auto ownership, more parking demand, compared to mixed use mixed density neighbourhoods that support walking, cycling and transit use as options;
- Or decisions to defer development investment, waiting for better development conditions in the future.

Question 2) Choose from the three options below to provide 'book-ends' to the range of densities allowed for further consideration in Special Area Plan processes. Specific choices by neighbourhood are addressed in question 3 below. In principle (on average) choose one from below to indicate a general direction for 'book-ends' of density ranges for Special Plan Area processes in Lantzville:

- A) consider a relatively wide range of possible densities and density bonus incentives, encouraging a higher proportion of multiple family housing and high percentages of open space dedication, a high degree of housing choice and quality, clustering and innovation.
- B) consider a relatively narrow range of possible densities and density bonus incentives, encouraging single family housing with lower open space dedication, lower housing choice and highly limited clustering or innovation.
- C) consider a moderate range of possible densities and density bonus alternatives, encouraging some housing choice, and low to moderate amounts of open space dedication and innovation.

Comments on Question 2 (type in cell below)

3. 'Bookends' of density and density bonus provisions may vary for different areas in Lantzville. In general, the community has consistently expressed interest in greater density and housing choice at or near the Village Core. In Upper Lantzville, heights would be restricted to 2 storeys maximum, but there has been an interest in some housing choice as well.

As well as housing choice, there is a direct relationship between housing density, neighbourhood design, and the feasibility of transit service. A good summary on Transit Oriented Development, as well as related information on *Transportation Demand Management*, is available online from the Victoria Transport Policy Institute is at <http://www.vtpi.org/tm/tm45.htm>.

From the *Nanaimo Transit Future Plan (RDN/BC Transit 2014)*, current transit service frequency in Lantzville is 120 minutes (60 minutes peak). Current ridership is very low. It could be an objective (after development has occurred) to have Lantzville Village serviced by at a 15-minute frequency – referred to as a Frequent Transit Network in the RDN Transit Plan. To achieve this objective, Transit Oriented Development would be required, which is generally defined as mixed use, medium to high density nodes or corridors. A general guideline is that at least 17 uph (7 upa) is required to economically support transit service with a 30 minute frequency. Densities higher than 17 uph tend to support higher transit frequency. Transit frequency less than 30 minutes tend to severely restrict transit use, as is happening in Lantzville today. The RDN could be approached to support 15 minute transit service frequency to Lantzville core if the OCP land use and design guidelines were supportive. RDN growth management and BC GHG policies would also be supported.

There is also a direct relationship between density bonus incentives and the amount of public open space (generally forest backdrop and public trail corridors), housing choice, clustering and innovation that development can economically provide. Higher density bonus numbers make these amenities more likely to be feasible in greater quantities or higher quality than lower density bonuses.

If lower total number of units is desired, it is necessary to reduce the density bonus allowances, and to consider the trade-offs of lowered incentives for community objectives to be met.

Question 3) What range of density bonuses and maximum allowable density (if all bonus criteria were met by an application) do you support as 'book-ends' to enter a Special Plan Area process for each infill area, recognizing that final land use, open space and density choices will be made by Council at the end of the Special Plan Area process for each neighbourhood? Choice A), B) or C) generally follow the patterns in Question 2. However, you may add a 'density approach varies by location' preference by choosing one density preference (A, B or C) for each area in the table below.

Village Commercial Core* (circle A, B, or C to the right)	A	B	C
Base Gross Density (uph):	10	10	10
Park/ESA Dedication Bonus up to (uph):	5	2.5	5
Cluster/Housing Choice Bonus up to (uph):	5	2.5	3
Innovation Bonus up to (uph):	5	2.5	4
Maximum Gross Density with all Density Bonuses (uph):	25	17.5	22
Approximate Range of Units (assuming 5 Ha develop):	50-125	50-88	50-110
Building Height (max in storeys):	2 generally, 3-4 in low areas with u/g parking	2 generally, 3-4 in low areas with u/g parking	2 generally, 3-4 in low areas with u/g parking
Protected Open Space Targets with bonus (%):	20%	12%	20%
Village Lowlands* (circle A, B, or C to the right)	A	B	C
Base Gross Density (uph):	10	10	10
Park/ESA Dedication Bonus up to (uph):	11	7	10
Cluster/Housing Choice Bonus up to (uph):	5	3	4
Innovation Bonus up to (uph):	5	5	4
Maximum Gross Density with all Density Bonuses (uph):	31	25	28
Approximate Range of Units (assuming 3.9 Ha develop):	39-120	39-98	39-110
Building Height (max in storeys):	2 generally, 3-4 in low areas with u/g parking	2 generally, 3-4 in low areas with u/g parking	2 generally, 3-4 in low areas with u/g parking
Protected Open Space Targets with bonus (%):	35-45%	25-30%	35-40%
Village South* (circle A, B, or C to the right)	A	B	C
Base Gross Density (uph):	10	10	10
Park/ESA Dedication Bonus up to (uph):	3	3	3
Cluster/Housing Choice Bonus up to (uph):	2	0	1
Innovation Bonus up to (uph):	2	0	1
Maximum Gross Density with all Density Bonuses (uph):	17	13	15
Approximate Range of Units (assuming 19 Ha develop):	190-323	190-247	190-285
Building Height (max in storeys):	2 +slope	2 +slope	2 +slope
Protected Open Space Targets with bonus (%):	20%	20%	20%
Village West* (circle A, B, or C to the right)	A	B	C
Base Gross Density (uph):	7.5	7.5	7.5
Park/ESA Dedication Bonus up to (uph):	3.5	2.5	3.5
Cluster/Housing Choice Bonus up to (uph):	0.5	0	0.5
Innovation Bonus up to (uph):	0.5	0	0
Maximum Gross Density with all Density Bonuses (uph):	12	10	11
Approximate Range of Units (assuming 10 Ha develop):	75-120	75-100	75-110
Building Height (max in storeys):	2	2	2
Protected Open Space Targets with bonus (%):	20%	15%	20%

- Plus seniors congregate care if applicable

Lantzville East** (circle A, B, or C to the right)	A	B	C
Base Gross Density (uph):	5	5	5
Park/ESA Dedication Bonus up to (uph):	3.5	2.5	3.5
Cluster/Housing Choice Bonus up to (uph):	2	0	1
Innovation Bonus up to (uph):	2	0	1
Maximum Gross Density with all Density Bonuses (uph):	12.5	7.5	10.5
Approximate Range of Units (assuming 6 Ha develop):	30-75	30-45	30-63
Building Height (max in storeys):	2 generally, 2-3 with u/g parking	2 generally, 2-3 with u/g parking	2 generally, 2-3 with u/g parking
Protected Open Space Targets with bonus (%):	20-30%	15%	20-30%

**May include seniors congregate care at ½ density calculation

Upper Lantzville Ware Rd (circle A, B, or C to the right)	A	B	C
Base Gross Density (uph):	5	5	5
Park/ESA Dedication Bonus up to (uph):	3.5	2.5	3.5
Cluster/Housing Choice Bonus up to (uph):	0.75	0	0.5
Innovation Bonus up to (uph):	0.75	0	0.5
Maximum Gross Density with all Density Bonuses (uph):	10	7.5	9
Approximate Range of Units (assuming 26 Ha develop):	130-260	130-195	130-234
Building Height (max in storeys):	2 +slope	2 +slope	2 +slope
Protected Open Space Targets with bonus (%):	20-30%	15%	20-30%

Upper Lantzville Superior (circle A, B, or C to the right)	A	B	C
Base Gross Density (uph):	5	5	5
Park/ESA Dedication Bonus up to (uph):	3.5	2.5	3.5
Cluster/Housing Choice Bonus up to (uph):	0.75	0	0.5
Innovation Bonus up to (uph):	0.75	0	0.5
Maximum Gross Density with all Density Bonuses (uph):	10	7.5	9
Approximate Range of Units (assuming 27 Ha develop):	135-270	135-203	135-243
Building Height (max in storeys):	2 +slope	2 +slope	2 +slope
Protected Open Space Targets with bonus (%):	20-30%	15%	20-30%

Comments on Question 3 (type in cell below)

4. The 2005 OCP included Density Bonus provisions outside of Special Plan Areas. The Density Bonus applies to areas designated 'Residential', and only to subdivisions of 4 units or more with community water and sewer. It is the intent that these Density Bonus provisions are carried forward in the 2017 OCP Review.

As sewer is extended throughout developed areas of Lantzville, there are limited areas of Estate Residential which will be adjacent to community sewer and water services. Of note:

- Estate area southeast of Superior Road and Noramel Drive already has zoning which would allow subdivision to 2000 sq. m. (1/2 acre) lots, but the option of density averaging or clustering would not be available without changes to OCP and zoning.
- Estate area southwest of Harwood Drive and Aulds Road has parcels with long road frontage that could readily support a mix of large parcels and smaller clustered development.

Question 4) Should the principles of Density Bonus, Clustering and Averaging be applied to Estate Residential areas at the point that they have community water and sewer services? While land use would be residential, and densities lower, the Density Bonus categories would be in parallel with those offered in Residential designations.

Choose A (existing provisions with no density bonus) or B (new density bonus provisions) for Estate Residential areas in the Table below.

Non-Special Area Estate Residential**** (circle A or B to the right)	A 'Estate' No Density Bonus	B 'Estate' Density Bonus
Base Gross Density (uph):	2.5	2.5
Park/ESA Dedication Bonus up to (uph):	0	1.5
Cluster/Housing Choice Bonus up to (uph):	0	0.5
Innovation Bonus up to (uph):	0	0.5
Maximum Gross Density with all Density Bonuses (uph):	2.5	5
Approximate Range of Units (assuming 5 Ha develop):	12	12-25
Building Height (max in storeys):	2 +slope	2 +slope
Protected Open Space Targets with bonus (%):	5%	20%

Comments on Question 4 (type in cell below)

5. **Question 5)** As you review the DRAFT OCP, are there other issues that you wish the OCP Review Select Committee and public to discuss? You may have suggestions for alternate policy. Please use the space below to identify issues, discuss related trade-offs and provide an alternate wording on that topic for consideration among your colleagues and the public during review of the OCP DRAFT.

Issue - Identify (e.g. Section Number, Title) and Describe:
Discuss Trade-offs and Rationale for Alternate:
Provide proposed alternate policy or wording:

Issue - Identify (e.g. Section Number, Title) and Describe:
Discuss Trade-offs and Rationale for Alternate:
Provide proposed alternate policy or wording:

Issue - Identify (e.g. Section Number, Title) and Describe:
Discuss Trade-offs and Rationale for Alternate:
Provide proposed alternate policy or wording:

Please add additional pages in this format if necessary.

Thank you for your input and comments. Please ensure this response form is submitted to Frank Limshue, District Planner by end of meeting October 4, 2017 for further consideration.

District of Lantzville
REPORT TO OCP COMMITTEE

OCP Review Select Committee Agenda Item

July 12, 2017

T:\DISTRICT OF LANTZVILLE\Planning & Subdivision\OCP Review 2016\Response to OCP Committee - July 12, 2017.docx

AUTHOR: Frank Limshue, Community Planner

SUBJECT: Official Community Plan Review and Open House

PURPOSE

This report is in response to the June 26, 2017 Council motion below:

Official Community Plan Review Process and Open House

THAT due to concerns regarding transparency in the Official Community Plan (OCP) Review process, Staff and the consultant be directed to prepare a report to the OCP Review Select Committee addressing the following:

- 1) Why and how were comments of some surveys not included in the report distributed to the public?
- 2) What additional steps have been taken to ensure that all submitted surveys and their comments have been included and distributed to the OCP Review Select Committee and the public for consideration?
- 3) Why was correspondence received by District staff not distributed to the OCP Review Select Committee until months after receipt and only after it was requested by an OCP Review Select Committee?
- 4) Which "Government official" indicated to the owners of the golf course that subdivision of their lands to ¼ acre parcels would be acceptable prior to any discussion by the OCP Review Select Committee?
- 5) Details of any and all other correspondence received by the consultant or the District related to the update of the OCP that has not formed part of a public agenda for either Council or the OCP Review Select Committee."

RESPONSE

- 1) *Why and how were comments of some surveys not included in the report distributed to the public?*

To date, I have received only two inquiries from the public expressing concerns that they were not able find their comments. When investigating the matter with the consultants, two things came to light: 1. The comments provided by folks on the comment space provided on the survey were received and recorded in the report, however, in some cases, the comments were not recorded verbatim, but were paraphrased; 2) letters attached to survey submissions providing additional comments were not included in the report summary document as there was personal information included in a number of the letters.

- 2) ***What additional steps have been taken to ensure that all submitted surveys and their comments have been included and distributed to the OCP Review Select Committee and the public for consideration?***

The consultants have updated the survey summary document and included the letter submissions. Any personal information has been redacted to protect privacy. The updated document has been posted on the website.

- 3) ***Why was correspondence received by District staff not distributed to the OCP Review Select Committee until months after receipt and only after it was requested by an OCP Review Select Committee?***

It is not the Committee's role to vet every comment or correspondence – that is the role of staff and the consultant. Consistent with the Terms of Reference the committee's time is best used to discuss general policy direction. The Committee has discussed various proposed changes (policy and land use).

- 4) ***Which "Government official" indicated to the owners of the golf course that subdivision of their lands to ¼ acre parcels would be acceptable prior to any discussion by the OCP Review Select Committee?***

I cannot answer this question as I do not know who suggested ¼ acre parcels as an acceptable use for the golf course property.

- 5) ***Details of any and all other correspondence received by the consultant or the District related to the update of the OCP that has not formed part of a public agenda for either Council or the OCP Review Select Committee.***

Similar to question #3, it is not the Committee's role to vet every piece of correspondence received. All correspondence have been reviewed and given consideration by staff and the consultant. Issues reflecting possible policy or land use changes have been brought forward for discussion with the Committee. Ultimately, it is Council who will decide on any changes in policy and adoption of the new OCP document.

Respectfully submitted,



Frank Limshue,
Community Planner