

City of Parksville

PO Box 1390, 100 E. Jensen Avenue, Parksville, BC V9P 2H3
Telephone: (250) 248-6144 Fax: (250) 248-6650
www.parksville.ca

COMMITTEE OF THE WHOLE AGENDA

MONDAY, SEPTEMBER 21, 2009 - 6:00 P.M.

1. ADOPTION OF MINUTES

- a) of the September 9, 2009 minutes of the Committee of the Whole meeting - Pages 1 to 2

2. PUBLIC PRESENTATIONS

- a) Frank Frawley - Chestnut Street Resident - Page 3
Petition to have a reduced speed limit on Chestnut Street from Hirst Avenue to Despard Avenue.
- b) Dave Johnston - Oceanside Generals - Page 4
Request the City's support for the organization hosting the 2010 Cyclone Taylor Cup Provincial Junior BC Championship (April 1 - 4, 2010)
- c) Angela Quek, APYQ Architecture & Shirley Wright, Property Owner - Page 5
Review the project specifically in regards to revisions related to walkways, laneways, height and density as well as sustainability.

3. CORRESPONDENCE

4. DISCUSSION RELATED TO DELEGATIONS OR CORRESPONDENCE

5. STAFF PRESENTATIONS

- a) Director of Community Planning – Zoning Amendment Application [451, 461 and 465 Hirst Avenue West] – Pages 6 to 36
This is a follow up report for a rezoning application that, if approved, would facilitate a 41 unit multifamily development consisting of three duplexes and two apartment buildings.

Recommendation: THAT the report from the Director of Community Planning dated July 23, 2009 entitled "Follow-up Report – Zoning Amendment Application – 451, 461 and 465 Hirst Avenue West" be received;

AND THAT the zoning amendment application for Lot 1, Plan 17579 and Lot A, Plan 17962 and Lot 4, Plan 18691, District Lot 106, Nanoose District [451, 461 and 465 Hirst Avenue West], be denied.

6. NEW BUSINESS

7. ADJOURNMENT

TO BE ADOPTED

AGENDA
COMMITTEE
SEP 21 2009
DATE

CITY OF PARKSVILLE

September 9, 2009

Minutes of the Committee of the Whole meeting held in the Civic and Technology Centre, 100 E. Jensen Avenue, Parksville, BC, on Wednesday, September 9, 2009 at 6:00 p.m.

PRESENT: His Worship Mayor E. F. Mayne

Councillors: C. R Burger
M. Lefebvre
T. C. Patterson
S. E. Powell
C. J. Powell-Davidson

Staff: F. Manson, Chief Administrative Officer
L. Kitchen, Deputy Corporate Administrator
G. Jackson, Director of Community Planning
L. Butterworth, Director of Finance

1. **MINUTES**

Lefebvre - Powell

THAT the minutes of the Special Committee of the Whole meeting held August 17, 2009 be adopted.

CARRIED.

2. **PUBLIC PRESENTATIONS**

a) Mehdi Naïmi from the Rough Diamonds Creative Arts Society gave a report on the August 30, 2009 Vancouver Island Young Music Festival.

3. **CORRESPONDENCE** - Nil

4. **DISCUSSION RELATED TO DELEGATIONS OR CORRESPONDENCE** - Nil

5. **STAFF PRESENTATIONS**

Mayor Mayne noted that all recommendations adopted by the Committee at this meeting will be forwarded to Council for consideration at their September 21, 2009 meeting.

RECOMMENDATIONS:

a) **Deputy Corporate Administrator - Permissive Taxation Exemptions for 2010**

Lefebvre - Burger

THAT the report from the Deputy Corporate Administrator dated September 2, 2009 entitled "2010 Permissive Taxation Exemption Applications", be received;

AND THAT the properties contained in the list entitled "Permissive Taxation Exemption Applications 2010", attached to the Deputy Corporate Administrator's report dated September 2, 2009, be considered for permissive taxation exemption for the municipal portion of their taxes in the 2010 calendar year;

PAGE

1

AND FURTHER THAT the necessary bylaw be forwarded to Council for reading consideration.

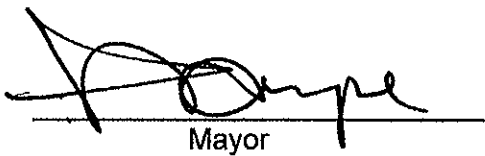
CARRIED.

6. NEW BUSINESS - Nil

7. ADJOURNMENT

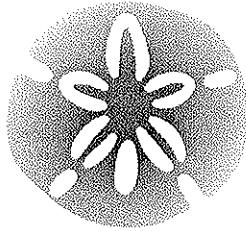
Powell - Lefebvre
Rise and Report to Council at their September 21, 2009 meeting.

The meeting ended at 6:40 p.m.



Mayor

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City of Parksville

AGENDA
COMMITTEE
SEP 21 2009
DATE

REQUEST TO APPEAR AS A DELEGATION

TO BE HELD 21 - SEPTEMBER, 2009 AT 6:00 P.M.
Day Date

NAME OF PERSON MAKING PRESENTATION: FRANK J FRAWLEY
[Please print]

NAME OF APPLICANT IF OTHER THAN ABOVE: _____
[Please print]

NAME OF ORGANIZATION [if applicable]: CHESTNUT ST RESIDENTS

Mailing address: 243 CHESTNUT ST PARKSVILLE V9P 2S7

Phone: _____ - 250-248-3981 Fax: _____
[Business] [Home]

DETAILS: [Please provide complete information on the nature of your presentation. If applicable, provide one set of submission documents in letter sized format for photocopying purposes. All requests and documentation must be received by the Administration Department by twelve noon on the Tuesday prior to the meeting date for consideration. Delegation requests that do not meet the criteria of *Delegations and/or Presentations to Council or Committee Policy 2.22* will not be processed.]

PETITION TO HAVE A REDUCED SPEED LIMIT
ON CHESTNUT ST FROM HIRST AVENUE TO
DESPARD ROAD

NOTE: Any personal information on this form is collected for the purpose of administering the meetings of Council as noted in Section 26(c) of the *Freedom of Information and Protection of Privacy Act*.

**A REQUEST TO HAVE A REDUCED SPEED LIMIT
ON CHESTNUT STREET, IN PARKSVILLE, FROM
HIRST AVENUE TO DESPARD ROAD:**

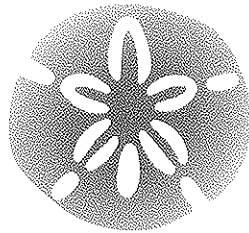
The present speed limit of 50 kmh is too high for this stretch of road – one that runs throughout a residential neighbourhood that includes many seniors as well as families with young children.

Due to the healthy lifestyle enjoyed by the residents of the Oceanside area, many people use this street as part of their regular walking route. The dog park at the top of the street, the walking trails through the wooded area, and the many sporting activities that are scheduled at the park have increased the number of people who routinely enjoy this area.

There are many children who walk or cycle along Chestnut Street on their way to Springwood Middle School. With the current reduced number of school buses, and the large number of new homes in the Maple Glen development, this number will certainly grow this school year.

Chestnut Street is also travelled by the school buses. While they respect that they are travelling through a residential area, and often travel at less than the posted speed, not all traffic is so inclined. Passenger vehicles going up to the school or the park, and both vehicles and trucks that are using the street as a short cut to the Alberni Highway, routinely speed through our neighbourhood.

With these concerns in mind, we would like to see the posted speed limits reduced. Examples of successful reductions of speed limits through residential areas include Morrison Road, from McMillan Street to Pym, and Pym, from Hirst Street to the Island Highway.



City of Parksville

AGENDA
COMMITTEE
SEP 21 2009
DATE

RECEIVED
SEP 04 2009
ADMINISTRATION
CITY OF PARKSVILLE

REQUEST TO APPEAR AS A DELEGATION

TO BE HELD 21st - September, 2009 AT 6:00 P.M.
Day Date

NAME OF PERSON MAKING PRESENTATION: Dave Johnston
[Please print]

NAME OF APPLICANT IF OTHER THAN ABOVE: _____
[Please print]

NAME OF ORGANIZATION [if applicable]: Oceanside Generals

Mailing address: 350 Clarkson Place

Phone: 250-951-4848 - same Fax: _____
[Business] [Home]

DETAILS: [Please provide complete information on the nature of your presentation. If applicable, provide one set of submission documents in letter sized format for photocopying purposes. All requests and documentation must be received by the Administration Department by twelve noon on the Tuesday prior to the meeting date for consideration. Delegation requests that do not meet the criteria of *Delegations and/or Presentations to Council or Committee Policy 2.22* will not be processed.]

Request the city's support for our
organization hosting the 2010 Cyclone
Taylor Cup Provincial Junior B
Championship April 1-4, 2010

NOTE: Any personal information on this form is collected for the purpose of administering the meetings of Council as noted in Section 26(c) of the Freedom of Information and Protection of Privacy Act.



REQUEST TO APPEAR

TO BE HELD MONDAY - SEPTEMBER 21, 2009, 200 AT 6:00 P.M.
Day Date

NAME OF PERSON MAKING PRESENTATION: ANGELA QUEK, MAIBC & SHIRLEY WRIGHT, Owner
[Please print]

NAME OF APPLICANT IF OTHER THAN ABOVE: _____
[Please print]

NAME OF ORGANIZATION [if applicable]: AYPO ARCHITECTURE & 0726963 BC

Mailing address: 13270 DOOLE ROAD, LADYSMITH, BC V9G 1G6

Phone: 250 245 7555 - _____ Fax: 250 245 7565
[Business] [Home]

DETAILS: [Please provide complete information on the nature of your presentation. If applicable, provide one set of submission documents in letter sized format for photocopying purposes. All requests and documentation must be received by the Administration Department by twelve noon on the Tuesday prior to the meeting date for consideration. Delegation requests that do not meet the criteria of *Delegations and/or Presentations to Council or Committee Policy 2.22* will not be processed.]

REVIEW THE PROJECT SPECIFICALLY IN REGARDS TO REVISIONS RELATED TO WALKWAYS, LANEWAYS, HEIGHT & DENSITY AS WELL AS SUSTAINABILITY.

NOTE: Any personal information on this form is collected for the purpose of administering the meetings of Council as noted in Section 26(c) of the *Freedom of Information and Protection of Privacy Act*.

SPECIAL COMMITTEE OF THE WHOLE REPORT

AGENDA
COMMITTEE
AUG - 5 2009
DATE

July 23, 2009

AGENDA
COMMITTEE
SEP 21 2009
DATE

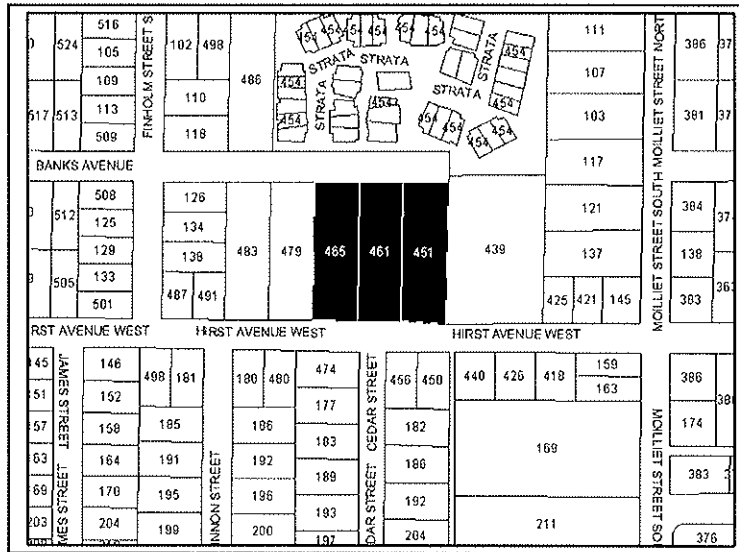
REPORT TO: F. C. MANSON, C.G.A., CHIEF ADMINISTRATIVE OFFICER

FROM: G. A. JACKSON, DIRECTOR OF COMMUNITY PLANNING

SUBJECT: FOLLOW-UP REPORT - CONSIDERATION OF A ZONING AMENDMENT APPLICATION FOR LOT 1, PLAN 17579 AND LOT A, PLAN 17962 AND LOT 4, PLAN 18691, DISTRICT LOT 106, NANOOSE DISTRICT (451, 461, AND 465 HIRST AVENUE WEST)
REGISTERED OWNERS: 0726963 B. C. LTD., INC. NO. 0726963
APPLICANT: ANGELA Y. P. QUEK ARCHITECTURE
PLANNING FILE: 3360-08-01

Issue:

Consideration of zoning amendment application.



Executive Summary

This is a follow-up report for a rezoning application that if approved would facilitate a 41 unit multifamily development consisting of three duplexes and two apartment buildings in the 400 block of Hirst Avenue.

.../2

**CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST**

References:

Summary of Comments Observed by Staff at Public Information Meeting – Schedule "A"
Comments collected by applicant at Public Information Meeting – Schedule "B"
Anticipated Community Amenity Contribution - Schedule "C"
Correspondence date stamped received July 23, 2009 from Angela Queck Architecture.
Staff Report dated December 15, 2008
Covering sheet associated with signed petition
Form letter received with signed petitions

Background:

The application, if approved, would result in the subject properties being rezoned from Single Family Residential RS-1 to a Comprehensive Development (CD) zone. This zone would permit a 41 unit multifamily development consisting of three duplexes and two apartment buildings in accordance with a site specific layout, density and height. This would represent a density which is between Medium Density Residential RS-2 and High Density Residential RS-3 with a floor area ratio of approximately 0.72 and a parcel coverage of approximately 36%. Additional background information provided in the initial report dated December 15, 2008 is attached.

The zoning amendment application for the above noted properties was introduced to Council at their regular meeting held Monday, February 2, 2009. At the meeting the following resolution was passed:

"09-019 (1) *That the report of the Director of Community Planning dated December 15, 2008 for the zoning amendment application for 451, 461 and 465 Hirst Avenue West, be received;*
And That Council refer the application for Lot 1, Plan 17579 and Lot A, Plan 17962 and Lot 4, Plan 18691, all of District Lot 106, Nanoose District (451, 461, And 465 Hirst Avenue West) for a 41 dwelling unit multifamily residential development to the APC;
And That Council refer the application to a Public Information Meeting;
And Further That Staff report back to Council the results of the Public Information Meeting. CARRIED"

The application was subsequently referred to the Advisory Planning Commission at their regular meeting held on March 19, 2009. Discussion took place regarding the community benefit of the proposal and if it meets the City's needs with respect to housing. Consensus could not be reached and therefore no recommendation to Council was generated. Issues with the proposed density or height did not appear to be expressed.

An applicant hosted Public Information Meeting was held on May 21, 2009 at the Parksville Community and Conference Centre. The meeting consisted of two presentations, one at 4:30 PM and a second 7:00 PM. A total of approximately 41 persons were observed in attendance evenly split between the two presentations. Concerns were raised by some of the residents on the topics of building height and form, Banks Avenue works, pedestrian linkages, retention pond, and suitability for development for families. A detailed summary of the comments as compiled by Staff are provided in Schedule "A".

**CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST**

The site is designated 'multiple family' in the Official Community Plan. The multifamily policies state that multiple family applications are to be evaluated based on the merits of the specific proposal including its ability to minimize impact on adjacent properties. The Official Community Plan also contains an 'Amenity Policy' which indicates that Council may evaluate rezoning applications based on their demonstrable community benefit and amenities.

The initial technical review is complete however additional work is required to ensure that sufficient detail has been provided for preparation of the servicing agreement. Specific Items under detailed review are the water, sewer and fire flow analysis and a detailed review of the recent emergency access/walkway submission.

Options:

Council may:

- 1) Advance the application by directing Staff to prepare the bylaw and commence the statutory process.
- 2) Refer the application back to Staff to communicate with the applicant to determine whether additional changes to the proposal would be contemplated.
- 3) Deny the application.

Analysis:

The Official Community Plan designates a large amount of land for future multifamily use, a fact that has invited this application. It may be the case that the Official Community Plan has designated more lands for multifamily residential development than would be expected to come on stream within the 5 to 7 year lifetime of the plan. In some cases the designations are in single family blocks which appear generally stable. However, what is under consideration is the appropriate use of the land for the next 25 years taking into consideration its existing circumstances.

Options:

Option 1 - Advance the application as proposed

This option would result in advancing the application as currently proposed.

The subject properties form a good multifamily site in that they are of sufficient size to permit effective layout planning, are on a bus route, and are somewhat close to the downtown. The proposal offers some modest amenities and provides additional housing capacity; it does not address affordable or special needs housing and the development could impact the existing uses, but does comply with the future land use designation of the Official Community Plan.

While the project goes substantially farther than the previous application attempt, Staff believes that additional changes need to be made before it could gain sufficient neighbourhood acceptance. This may include further revisions to the height and massing of the proposed

**CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST**

buildings and a review of requirements for Banks Avenue. For this reason Staff believes it would be premature to advance the application further at this time.

The application is also attracting sufficient neighbourhood opposition to bring into question whether the proposal sufficiently addresses impact issues. In addition to the well attended public information meeting a petition containing 142 signatures has now been received. Six separate submissions containing greater detail have also been received.

Option 2 - Refer it back to Staff to communicate with the applicant to determine whether additional changes to the proposal would be contemplated.

This option would provide an opportunity for the applicant to make an attempt to address issues that have been raised by the neighbourhood or by Council ahead of further advancement of the application.

Option 3 - Deny the application.

The Official Community Plan acknowledges that abundant land for multifamily housing has been designated that is not yet zoned. If on its own merits the proposed development is incompatible with adjacent land uses or is of no benefit to the community, then denying the application would be a fitting recommendation and appropriate for Council to make. Other than providing additional housing stock, this application does not appear to address community housing needs with respect to affordability or rental accommodation to any great extent. Should market demand be declining for this type of housing, as may be evidenced by some unsold units in the area, a situation could be created where the site may remain undeveloped for some time creating uncertainty for neighbours. This is of concern because the uncertainty could result in destabilizing the neighbourhood.

Comments made at the well attended Public Information Meeting appear to suggest that there is still some lingering concerns by immediate neighbours with respect to the proposal. Main concerns appear to be related to the height of buildings and changes to the presently undeveloped section of Banks Avenue as well as concerns over general traffic in the area. Comments made by some residents appear to suggest that there would a higher lever of acceptance of a townhouse project on the properties if the applicant was willing. However, Staff believes that the developer either cannot do this and still have a viable project or does not wish to undertake this type of development.

Denial of the application may result in the discouragement of other multifamily applications being pursued within the surrounding area. Also, to be considered is that an under density development may never achieve a suitable density in the future when land is scarce.

This has been a challenging application for all groups. Despite the Official Community Plan application which "invites" multifamily, Staff, at this time, believes that this proposal doesn't adequately address integration issues and therefore is recommending denial. Other factors contributing to this recommendation include; the fact that the development proposal does not target a particular residential market niche where there is known demand; the entrenchment of a potentially undeveloped¹ Comprehensive Development zoned property would inevitably result in

¹ If market conditions do not permit timely development.

**CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST**

another future rezoning; and it is believed that significant amendment to the proposal is likely not possible at this time.

Sustainability:

The issue of sustainability was addressed in detail in the Staff report dated December 15, 2008. The developers have demonstrated that they are considering the inclusion of sustainable features and concepts in their proposal. Further consideration of sustainable development practices may be considered as the design work progresses towards the development permit application stage. The proposal does not adequately address the demand for affordable or special needs housing. If it did, it would go much further to address sustainability.

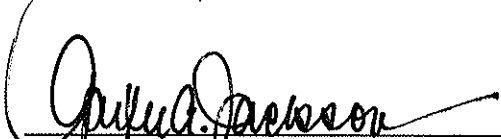
Financial Implications:

The financial implications are the costs of processing this application. No net financial impacts are anticipated. All associated works and services associated with this application are expected to be borne by the applicant, except where the City of Parksville has already budgeted for capital works where a portion of Development Cost Charges may be credited. Since a full technical servicing review identifying all such upgrades is not yet complete, it is not yet confirmed whether the applicant agrees to such costs.

Recommendation:

That the report of the Director of Community Planning titled "Follow-Up Report - Consideration off a Zoning Amendment Application For Lot 1, Plan 17579 and Lot A, Plan 17962 and Lot 4, Plan 18691, District Lot 106, Nanoose District (451, 461, And 465 Hirst Avenue West)" dated July 23, 2009 be received;

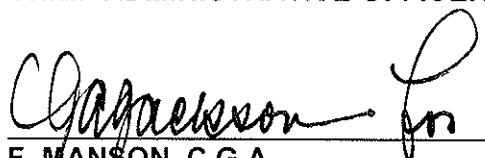
And That Council deny the Zoning Amendment Application for Lot 1, Plan 17579 and Lot A, Plan 17962 and Lot 4, Plan 18691, District Lot 106, Nanoose District (451, 461, And 465 Hirst Avenue West).


G. A. JACKSON

BR/sh
Attachments

I:\Users\Rezoning\2008\08-01\Report-2.

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:


F. MANSON, C.G.A.

**CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST**

Schedule "A"

Building Height

Issues with the height of the proposed three-story building appeared to be primarily the concern of those immediately adjacent to the subject property and those in units directly across the unconstructed section of Banks Avenue. This appears to be in regard to the potential loss of privacy and impact to views. Some residents indicated that they did not see any difference to the proposal from what was presented to Windsor Court by the applicants previously.

Some concerns were expressed by a broader segment of neighbours in regards to the apartment building format of the development rather than the specific density itself.

To address the building height concerns would require revisions to the proposed building or by way of the applicant actively working with effected neighbours to improve their screening. It is however acknowledged that the future road allowance provides for substantial separation of over 20 metres or more between the subject property and those at Windsor Court.

Traffic

Concerns that were raised appear to be primarily in regard to the current traffic volumes on Hirst Avenue and the perceptions that they are increasing (getting worse). Questions were asked how the proposed development will impact these volumes and affect surrounding intersections. Concerns were also raised on how the driveway may impact the Cedar Street intersection.

The Traffic Engineers report indicates that the development will result in minimal impact to the intersection of Hirst Avenue and Cedar Street. The report goes on further to indicate that all studied intersection (those of the surrounding block) will operate at a satisfactory level of service in the 'A' or 'B' grade level until 2019. It should be noted that a grade of 'D' is generally considered the minimum acceptable level in the field of traffic engineering.

Unconstructed Section of Bank Avenue

Changes to the unconstructed section of Banks Avenue appeared to be of concern primarily to those residents directly flanking the future road allowance. Particular concern was raised with the potential for mischief from pedestrian users of the access should it be developed. In addition, concerns were also raised over potential vehicle access.

The unconstructed section of Banks Avenue presents a dilemma. In its current unconstructed state it presents very little benefit to the greater community. It provides essentially subsidized screening for existing properties that are in the immediately vicinity. An increase in the intensity of land use, triggered by this application, has made it necessary to develop Banks Avenue as an emergency access. A gate is planned to be installed that would limit vehicle access to only that of emergency vehicles.

It is acknowledged that a walkway in isolation can potentially have some negative association however the reality is that once apartment buildings are constructed a substantial portion of the walkway would be highly visible from the new buildings. High visibility creates passive surveillance opportunities that are consistent with the principles of Crime Prevention Through

**CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST**

Environmental Designing (CPTED). However, in light of the likely timeline involved to construct the project, should it proceed, Staff believe it would be appropriate at this time to consider only securing a statutory right-of-way for a future walkway linkage along the eastern boundary of the project but not mandate its construction.

Open Ponds and Storm water

Some concerns were expressed regarding the proposed pond; that it may create a mosquito breeding ground or be hazardous to resident children. Additional concerns were expressed that drainage would be directed to an existing open channel potentially creating flooding issues.

The applicants Engineer reassured those present that the details of the on-site integrated storm water management are not finalized and that a dry detention system was also under consideration. This type of on-site detail would be addressed at the time of development permit. With respect to drainage, the City is committed to ensuring that storm water is handled in a safe and prudent manner, including avoiding direct discharge to open channels.

Concerns with Children

A couple of residents appeared to express concern over the potential noise should the property be marketed to families with children and the lack of play facilities on-site for them.

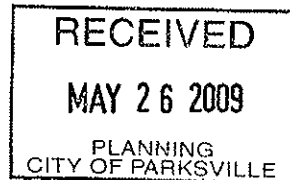
The applicant indicated that the project would not be actively catering to families with children but that would not expressly exclude them either. Staff believe that the proposed development will reflect the predominant demographic makeup of Parksville and be generally more appealing to those without children with the potential exception of the duplex units.

Concerns with site being only Apartments

A resident believed to be from across Hirst Avenue expressed concern that the entire site might end up being developed as all apartments.

The utilization a Comprehensive Development zone locks in place a specific site layout of the property including the location and height of various buildings making the aforementioned concern not possible.

Schedule "B"



Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: _____

① I am concerned about the
over view of window court.

② Amount of children? Noise etc.

③ Traffic?

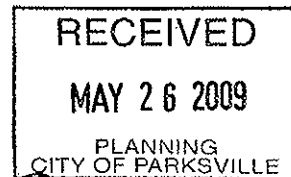
④ Ponds - open water? Diseases,
mosquitos

⑤ Water run-off.

Simply Put

Height? Noise? Water? Traffic?

Schedule "B"



Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: _____

There are already lots of multifamily lots that have not been used. We do not need this among single family residences at this time. Part of Gerson is already zoned this way. Use up this area first before rezoning another neighborhood.

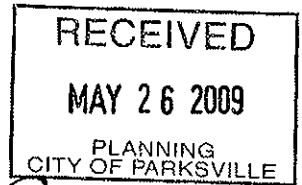
Short tall buildings are going to back out line to the existing homes. This is single family and should remain one story only!

PAGE

Thank you

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"



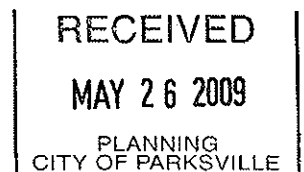
Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: Its all about the
heights - 2 storeys
maximum, my only concern
is height - I have no
problem with density - just
- heights -

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"

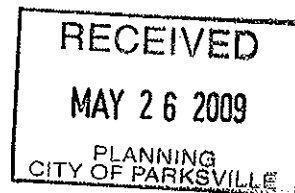


Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: This need to stay as a single
family residence area - traffic increase **PAGE**
on Hirst / cedar streets is not appropriate 14

Schedule "B"



Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: _____

- Q Initial speaker very poor - sitting unable to hear that well - (should stand) - her voice does not carry well
- Q Project on a busy street Traffic problems all over
- * #3 also drainage problems will occur.
- Q It all looks good, however it won't fit into our area (single family residential) - don't need condos there in the development. - cars cars - pollution - more noise all over - (Vandalism a target ^{Multi-level})
- * 3 stories high - too high - parking underneath as well
- U No light for Morrison
- Block Sun in that area -
- Q Developers money making project (\$\$)

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"

RECEIVED
MAY 26 2009
PLANNING
CITY OF PARKSVILLE

Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: Window Comb will be overlooked and
have no privacy, the building is too high:
I am not in favour of this project.

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"

RECEIVED
MAY 26 2009
PLANNING
CITY OF PARKSVILLE

Fairview Gardens on Hirst

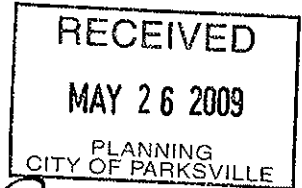
Thank you for attending our Information Meeting.

Comments: Very Nice project, it will make
the neighbour hood look way nicer
The design is amazing sounds like you
nailed it.

Best regards

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Schedule "B"



Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: _____

- Guest Parking?
- Any consideration to the change to traffic down Cedar St? It would probably be used a main transit corridor out to the highway - not down Hirst to Millbrook
- Have to know age range - Multi-Family is not ONLY retirement.
- what guarantee is there that the town home portion will be built and not just put in large ~~condo~~ back condo buildings.

Schedule "B"

RECEIVED
MAY 26 2009
PLANNING
CITY OF PARKSVILLE

Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: Great looking Development

Looking forward to seeing it
built. City is lucky to have
developers like you.

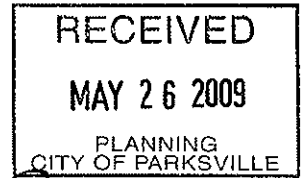
Great presentation

All The Best luck!!!

Andrew McNamee

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"



Fairview Gardens on Hirst

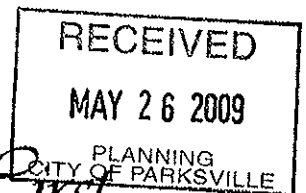
Thank you for attending our Information Meeting.

Comments:

- Great Presentation.
- Shows consideration taken to minimize impact on adjacent properties.
- Sustainability is quite evident & consideration has been given.

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"



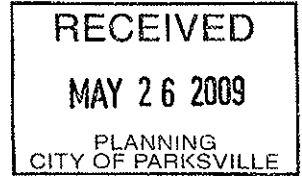
Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: *Do not agree with 3 story
does not fit in with neighborhood.*

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"



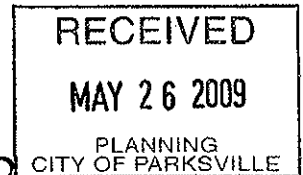
Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: -11 ft 3 stories

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"



Fairview Gardens on Hirst

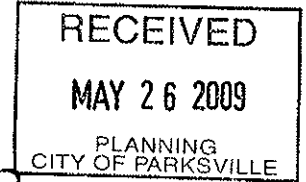
Thank you for attending our Information Meeting.

Comments: Utilization of the site has
been carefully utilized considered
in the design of the project.

A good mix of housing types,
contributes to the Hirst Avenue
streetscape and will be an
asset to the neighborhood
City of Parksville.

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"



Fairview Gardens on Hirst

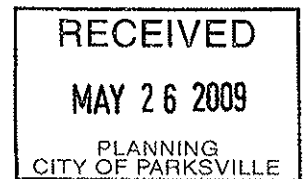
Thank you for attending our Information Meeting.

Comments: _____

*A great opportunity to help solve
the housing issues in Parksville*

CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST

Schedule "B"



Fairview Gardens on Hirst

Thank you for attending our Information Meeting.

Comments: _____

THE UPDATING AND HOUSING THAT ACCOMMODATE NEEDS

**CONSIDERATION OF A ZONING AMENDMENT APPLICATION
451, 461 AND 465 HIRST AVENUE WEST**

Schedule "C"

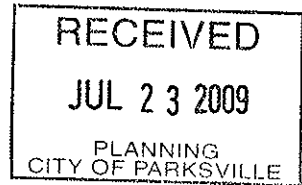
Anticipated Community Amenity Contribution

As part of this application the developer is agreeable to provide the following community amenities:

- Construction of a pedestrian/emergency access path to City standards along Banks Avenue;
- Granting of a 4 metre wide statutory right-of-way adjacent to the most eastern property line;
- Construction of a pedestrian trail to City standards within the aforementioned statutory right-of-way to link the Bank's Avenue pedestrian path to Hirst Avenue;
- Construction of a pedestrian trail to City standards within the statutory right-of-way;
- In addition, the applicant has indicated that they are willing to make a voluntary contribution of \$32,000 to the Parksville Volunteer Fire Department (PVFD).

AYPQ

Angela YP Quek Architecture



13270 DOOLE ROAD
LADYSMITH, BRITISH
COLUMBIA
CANADA V9G 1G6
TEL 250 245 7555 FAX 7565

July 22, 2009

Blaine Russell
Manager of Current Planning
City of Parksville
PO Box 1390, 100 E. Jensen Road
Parksville B.C. V9P 2H3

Re: Fairview on Hirst, RZ Amendment Application CoPFile# 3360-30-08-01

Dear Blaine,

We understand that you have received some comments and would like to provide some clarifications:

1. Overlook & shadowing [Arbutus Building] to Windsor court:

With respect to the concerns of the Windsor Court residents located along Banks r.o.w., the location of the Arbutus Building is approximately 100 feet from the Windsor Court buildings along Banks r.o.w. This distance is similar to that of a municipal 20m [60ft] street with sidewalks and an additional 20ft property setback on either side. In addition, the face of the Arbutus Building toward Windsor Court consists of 14 units and of these, 5 units are on the main level, leaving only 9 units on the second & third levels.

> Overlook & shadowing impact would be minimal to Windsor court.

2. Retention pond:

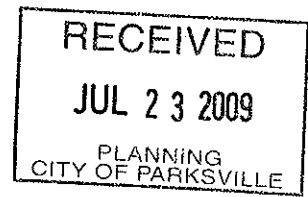
There has been some concerns expressed over mosquitoes and safety of the proposed retention pond. The intent of the retention pond is two fold. To control overflow to neighboring properties and to create a landscaped water feature designed not be a habitat for mosquitos as well as a safe element in our environment. Water features can be found in many existing projects and have been proven to be an esthetic and environmental asset. However, as pointed out by engineering, the retention pond can also be designed to be a dry pond with a controlled overflow and only temporarily retaining water when needed during heavy rainfall.

3. Traffic:

The traffic report has been completed. The impact of this project on the surrounding neighborhood is minimal. We have included a copy of this report with this correspondence for the reference.

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4. Public Walkway at the East property line:

Residents have expressed support for this project but have concerns over this "public" walkway regarding security and safety. It would also be in the interests of the project to eliminate this right-of-way as it would also be of concern for the potential and future residents of the project.

Thank you for your consideration of these clarifications and we look forward to moving this application forward.

Sincerely,
Angela Y.P. Quek ARCHITECTURE



Angela Quek, MAIBC
Principal

encl:

May 21, 2008
Our File: 2231 24501-3

McElhanney Consulting Services Ltd.
1 - 1351 Estevan Road
Nanaimo BC V9S 3Y3

Attention: Bob Hoffstrom, P.Eng.
Branch Manager

Dear Sir:

Hirst Avenue Residential Development Traffic Analysis Update

Further to the Hirst Avenue 84 Unit Residential Development Traffic Analysis prepared in April 2006, the development proposal has been updated with a new land-use breakdown and revised access to the site. The proposed development has eliminated 43 units, which has reduced the total number of trips in the AM and PM peak periods. This letter report addressed the new development characteristics and presents an update to the traffic analysis.

1.0 Revised Development and Access

The proposed development includes 35 residential/condominium units plus 3 duplex units. There will also be a Fairview House on site, which will serve only as an amenity building (ie., gym). The revised access to the site is from Hirst Avenue, opposite to Cedar Street.

The area is comprised of two-lane cross-section roadways. The existing roadways in the vicinity of the site area are as follows:

- Hirst Avenue running east-west
- Bank Avenue running east-west
- Finholm Street running north-south
- Moilliet Street running north-south

The analysis includes four intersections:

- Bank Avenue / Finholm Street
- Hirst Avenue / Finholm Street
- Hirst Avenue / Cedar Street



- Hirst Avenue / Moilliet Street

The intersection of Hirst Avenue / Moilliet Street is four-way stop controlled, and the remaining three intersections are two-way stop controlled with priority given to Hirst Street and Finholm Street.

2.0 Traffic Volume

2.1 Traffic Count

In addition to traffic counts conducted at the intersections of Finholm Street / Banks Avenue and Finholm Street / Hirst Avenue on September 16, 2005, traffic counts were also more recently conducted for the intersection Hirst Avenue / Cedar street on May 8, 2008 and for the intersection Hirst Avenue / Moilliet Street on May 13, 2008 between 7-9 AM and 4-6 PM. An annual growth rate of 2% was applied to convert 2005 traffic volumes of the intersections of Bank Avenue / Finholm Street and Hirst Avenue / Finholm Street to match the 2008 traffic counts at the intersections of Hirst Avenue / Cedar Street and Hirst Avenue / Moilliet street.

The 2008 and 2019 horizons, representing summer background and combined conditions (with site generated traffic volumes) are analyzed for this update.

Traffic growth in the vicinity of the area is assumed to be 2.0% per annum (compounded) and is unchanged from the original assumption stated in the April 2006 traffic analysis.

2.2 Trip Generation

Trip generation rates for the development were obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th edition and the higher trip rates resulting from the equation method were used for the purposes of this study to acquire a conservative volume estimate. **Table 1** below summarizes the results of the trip generation for the weekday AM and PM peak hours.



TABLE 1 - TRIP GENERATION

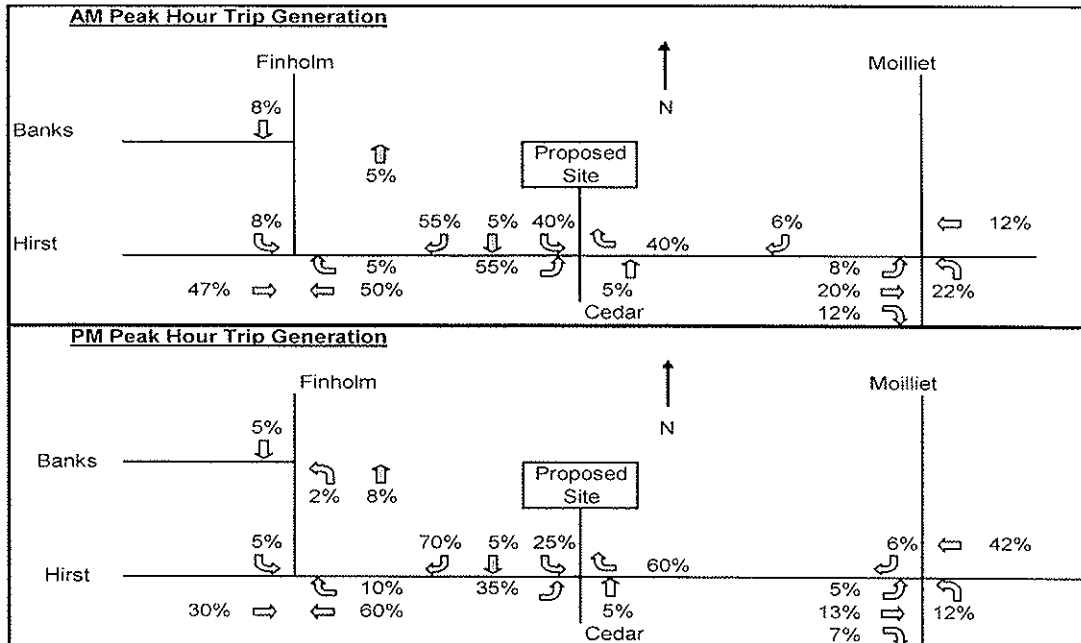
AM									
Use	DUs (Dwelling Units)	ITE				AM Trips	% Inbound	Site Trips	
		Code	Method	Trip Rate				In	Out
Residential Condominium / Towhouse	35 Units	ITE 230	Equation	0.64	trips/DU	22	17%	4	18
Duplex	6 Units	ITE 210	Equation	2.3	trips/DU	14	25%	4	10
PM									
Use	DUs (Dwelling Units)	ITE				AM Trips	% Inbound	Site Trips	
		Code	Method	Trip Rate				In	Out
Residential Condominium / Towhouse	35 Units	ITE 230	Equation	0.73	trips/DU	26	67%	17	9
Duplex	6 Units	ITE 210	Equation	1.4	trips/DU	9	63%	6	3

The proposed development is expected to generate in the order of 36 vph during the weekday AM peak hour and 35 vph during the PM peak hour. The updated development has reduced the total trips by 32% in the AM and 20% in the PM peak hours.

2.3 Traffic Distribution

Traffic distribution percentages were determined based on existing traffic patterns. **Figure 1** below summarizes the incoming and outgoing distribution of traffic volumes to / from the site via the Cedar Street / Hirst Avenue intersection.

Figure 1





2.4 Combined Trips

Development trips were combined with the background trips to arrive at the total combined traffic volumes for the 2008 and 2019 10-year planning horizon. **Figures 2 to 4** show the 2008 background, 2008 combined and the estimated 2019 combined traffic volume.

Figure 2-2008 Background Traffic Volume

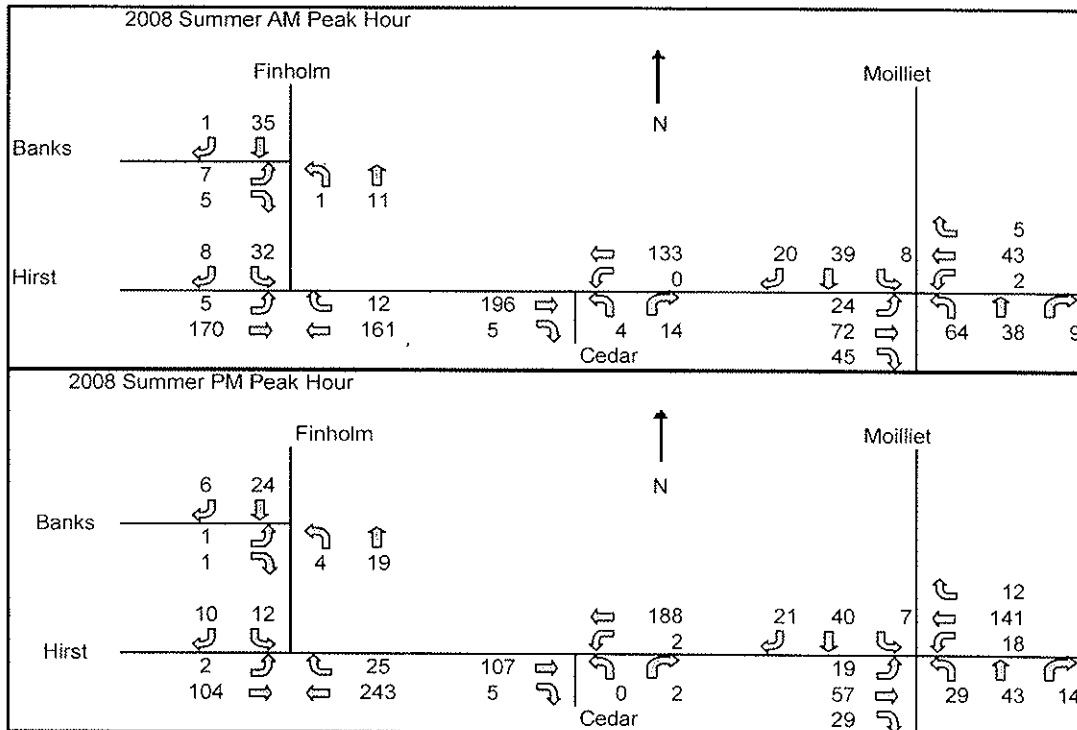




Figure 3-2008 Combined Traffic Volume

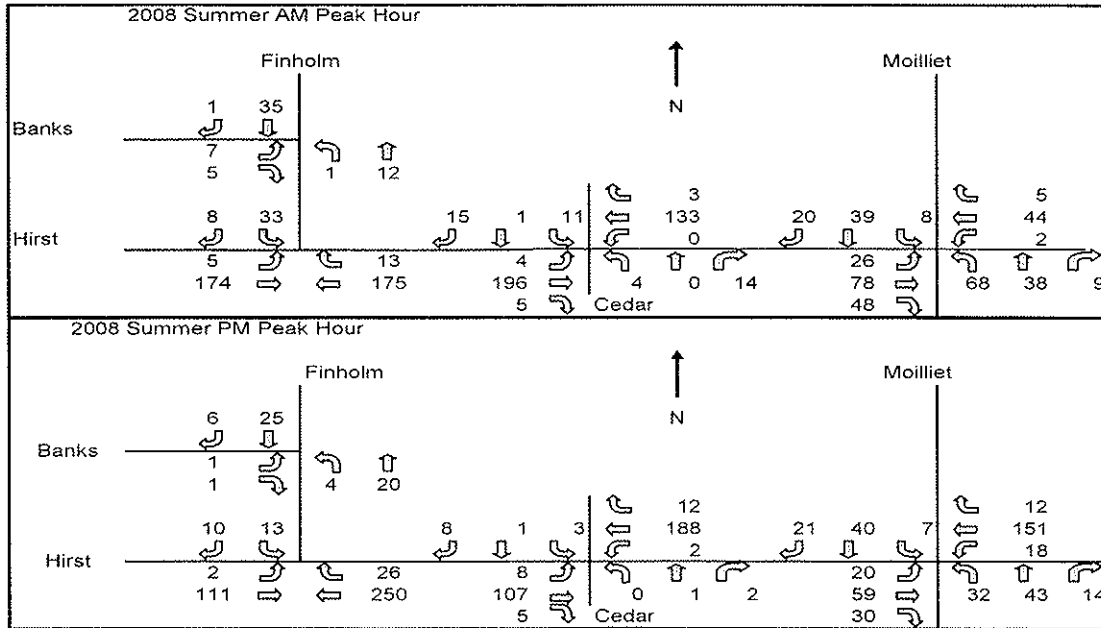
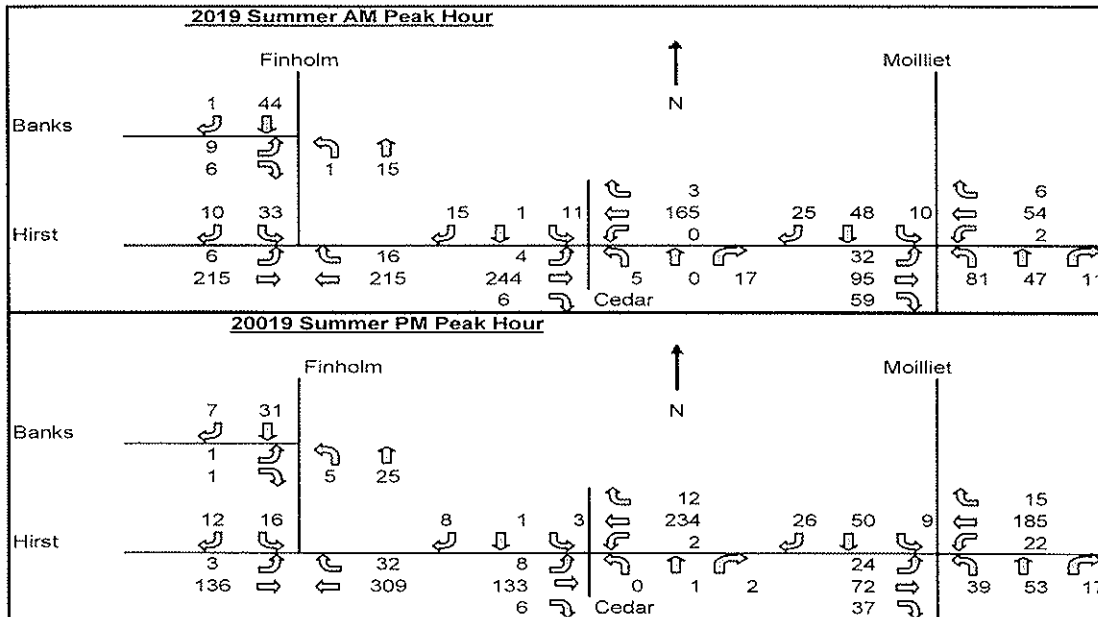


Figure 4- 2019 Combined Traffic Volume





3.0 TRAFFIC ANALYSIS

3.1 Analysis Method

To determine the performance of the intersections, the Level of Service (LOS) measure was used. The LOS is a commonly used measure of the quality of traffic conditions experienced along a roadway or at an intersection. The LOS is typically measured as a function of the delay and defined as indicated in **Table 2**. The critical LOS at unsignalized intersections is generally a function of the delay experienced by the movements from stop controlled approaches and the left-turn maneuvers from the major roads.

TABLE 2 - LEVEL OF SERVICE AND DELAY CRITERIA

LOS	Delay Criteria (sec/veh)	Description
A	<10	Excellent
B	>10 and <15	Very Good
C	>15 and <25	Good
D	>25 and <35	Acceptable
E	>35 and <50	Near Capacity
F	>50	Poor

The LOS ranges from A to F, with LOS 'D' generally considered as the minimum acceptable condition for urban areas.

3.2 Traffic Analysis

Synchro 6.0 software was used to analyze intersection performance. Capacity analysis for the AM and PM peak hour volume scenarios at the intersection Bank Avenue / Finholm Street, Hirst Avenue / Finholm Street, Hirst Avenue / Cedar Street, and Hirst Avenue / Moilliet Street was conducted for the background and combined traffic volumes for the 2008 and 2019 planning horizons. A summary of the capacity analysis for the critical movements is presented below.



Table 3 – Level of Service Summaries

	Finholm Street / Hirst Avenue			Finholm Street / Banks Avenue				Hirst Avenue / Cedar Street				Hirst Avenue / Moilliet Street			
	EB	WB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
2008 AM Existing	A	A	B	A	N/A	A	A	A	A	A	N/A	A	A	A	A
2008 PM Existing	A	A	B	A	N/A	A	A	A	A	A	N/A	A	A	A	A
2008 AM Combined	A	A	B	A	N/A	A	A	A	A	A	B	A	A	A	A
2008 PM Combined	A	A	B	A	N/A	A	A	A	A	A	B	A	A	A	A
2019 AM Combined	A	A	B	A	N/A	A	A	A	A	B	B	A	A	A	A
2019 PM Combined	A	A	B	A	N/A	A	A	A	A	B	B	A	A	A	A

The capacity analysis indicates that all intersections will operate at a very good LOS, as all individual movements will operate at LOS A or B until 2019.

The 95th percentile queues were also analyzed for all movements at the subject intersections. With the assumption of 7.8m for each vehicle in length, no queue is longer than 3 vehicles in length, as the maximum queue length is 17.6m.

Table 4 – 95th Percentile Queue Summaries (M)

	Finholm Street / Hirst Avenue			Finholm Street / Banks Avenue				Hirst Avenue / Cedar Street				Hirst Avenue / Moilliet Street			
	EB	WB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
2008 AM Existing	0.1	0.0	1.6	0.3	N/A	0.0	0.0	0	0	0.6	N/A	15.5	12.8	16.2	16.9
2008 PM Existing	0.0	0.0	0.8	0.1	N/A	0.1	0.0	0	0	0.1	N/A	9.6	14	16.7	14
2008 AM Combined	0.1	0.0	1.7	0.3	N/A	0.0	0.0	0.1	0	0.6	1	15	12.9	17	9.3
2008 PM Combined	0.0	0.0	0.9	0.1	N/A	0.1	0.0	0.1	0	0.1	0.4	15.1	9.4	9.6	9.2
2019 AM Combined	0.1	0.0	2.0	0.4	N/A	0.0	0.0	0.1	0	0.8	1.1	17.4	9.3	15.3	9.5
2019 PM Combined	0.1	0.0	1.3	0.1	N/A	0.1	0.0	0.2	0	0.1	0.5	17.6	9.6	9.3	9.8

*Hirst Avenue / Moilliet Street 95th Percentile Queue Summaries refer to SimTraffic



Page 8
Our File: 2231 24501-3

4.0 CONCLUSION

For both 2008 and 2019, all studied intersections operate at satisfactory LOS and produce acceptable queue lengths. The introduction of the development access at the intersection of Hirst Avenue / Cedar Street will result in minimal impacts from an operational standpoint.

We trust that this traffic impact study update will be acceptable. Should you have any questions, please call the undersigned.

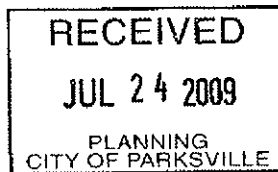
Yours very truly,

McELHANNEY CONSULTING SERVICES LTD.

José S. Pinto, P.Eng., PTOE
Senior Traffic Engineer
Vancouver Region Engineering

email: jpinto@mcelhanney.com
JSP:van

To: The Mayor and Council of Parksville



Dated: 15 June 2009

Major concerns regarding the re-zoning proposal of Fairview Gardens at 451, 461, 465 Hirst Street in Parksville BC

1. **Devaluation of existing properties:** Forcing present owners of surrounding properties (some have lived there for over 30 years) to sell to future developers or take a devastating loss in the value of their home.

2. **Traffic:**

Volume)	all of these concerns affect and endanger the lives
Safety)	of local residents and pedestrians, especially the children
Pollution)	playing outside or walking to and from School.
Speed)	

Extra street parking is also a big concern and would be inevitable due to the lack of visitors parking within the proposed boundaries of the complex. This would bring extra endangerment to pedestrians and vehicle traffic.

3. **Height:**

Invasion of privacy to surrounding homeowners.
Loss of sunlight.
Changes the character/ambiance of existing landscape

* The OCP states that the most important value is to maintain the integrity and identity of existing neighbourhoods.

4. **Ponds:**

A breeding ground for mosquitoes (health concerns)
Dangerous for small children
Stench in hot weather
Constant frog croaking

5. **Security:**

Proposed circumference walkway could attract/invite unsavoury activities.
Easy access to surrounding properties would increase their vulnerability to Vandalism/crime.
Would be used as a shortcut to surrounding areas through private properties

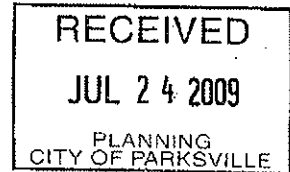
6. **Firelane**

Concerns re: width of proposed firelane...one lane only?? How would emergency vehicles turn around??
--

7. **Other Concerns**

Increase in domestic animals.
No playground for children
Home businesses further complicate the traffic and parking situation

146 signatures based on this covering sheet and the following sheet



June 2009

To the Parksville Mayor, Planning Department, and City Council,

I/We continue to disapprove to the revised proposal on lots 451, 461, and 465 Hirst Avenue. The main concerns and objections relate to the following:

1. Rezoning these properties from 3 single family properties to 41 multi-family units.
2. The inclusion of buildings with heights that are not conducive to the existing homes in the area.
3. The increased traffic that will be accompanied with congestion, as well as noise and light pollution.
4. The increased vulnerability the walkway would bring to the safety and security of the residents and properties of all surrounding areas.

Name

Address

Phone #

PAGE

34

13270 DOOLE ROAD
LADYSMITH, BRITISH
COLUMBIA
CANADA V9G 1G6
TEL 250 245 7555 FAX 7565

City of Parksville Mayor & Council
c/o Blaine Russell
Manager of Current Planning
City of Parksville
PO Box 1390, 100 E. Jensen Road
Parksville B.C. V9P 2H3

July 28, 2009

Re: Fairview on Hirst, RZ Amendment Application CoPFile# 3360-30-08-01
Comment submissions

Your Honors,

With the utmost respect for the residents that have submitted their comments, there must also be equal consideration given to the Owners of the proposed development who have not only listened to the community, but have acted with a commitment to making Parksville an attractive & livable community and a financial investment that has extended over the last four years.

My Clients have reduced their initial density 50% with a clear instruction to this office to give careful consideration to the adjacent properties and neighborhood.

Review of the comments from the residents indicates that this has indeed been accomplished. The items noted in these submissions have been addressed.

For the record, a review these comments:

- > Time has proven that property values increase with densification.
- > A Traffic study was completed showing minimal impact to the area.
- > The pedestrian walkway was a request by the City of Parksville Planning Department. My Clients has consistently supported the removal of the walkway. With this also being a concern of both Windsor Court Residents & adjacent property owners, my clients wish me to advise you that they are not prepared to construct a public walkway or to provide an easement for public access. All walkways will be internal only and will not link through to Windsor Court. This should satisfy the main objection of the Windsor Court residents to the project.
- > The Banks Avenue fire lane was a request from the City of Parksville Fire Department with a financial commitment by my Client for its engineering and construction. The removal of the fire lane would be supported by my clients. If Council wishes to retain the fire lane, this item should then not be given negative consideration in Council's approval deliberation.
- > Water features have been included in developments over the years & with proper design, they are valued for their visual and environmental contribution.
- > Overlook & shadowing from the second & third levels consists of 8 units (5+3) facing Windsor court with a setback of a 100ft and only 4 (2+2) units along the east property line adjacent to a forested buffer area on the adjacent property.

- > In regards to shadowing, the 100ft setback from Windsor Court is equal to that of a public roadway, sidewalks and front yards with two storey houses on each side. Any shadowing at the East property line would be into the forested buffer.
- > Finally, if security is a primary concern, it must be noted that the existing treed area along Banks have contributed to allowing vandalism to occur. In contrast, the proposed development follows the principals of crime prevention through self-surveillance by building residents, thus discouraging vandal activity.

A presentation was given to Windsor Court over a year ago on April 22, 2008. Presentation was made to the Advisory Planning Commission on January 06 of this year and a Public Information Meeting was held on May 21st. It is clear that my Clients have demonstrated that the items raised as a result of these public presentation, have been addressed, or have minimal impact on adjacent property owners and the neighborhood. In the case of the Banks Avenue lane way, the responsibility of its inclusion in this project lies with the City of Parkville. My Clients have been generous in their financial contribution to the engineering and construction of the full length of the lane way beyond their property frontage. However, they are more than agreeable to the removal of this requirement.


The OCP states that *"..... the City will focus its effort on providing and supporting the type of activities and facilities that make a growing community vibrant, rather than focus energy on preventing growth!"*

There are no outstanding issues.

Fairview on Hirst will contribute to making the City of Parkville a vibrant community and should be supported.

On behalf on my Clients,
Thank you in advance for the wisdom of clarity in your deliberation of these issues.

Sincerely,
Angela Y.P. Quek ARCHITECTURE



Angela Quek, MAIBC
Principal