

City of Parksville

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

COMMITTEE OF THE WHOLE AGENDA

MONDAY, NOVEMBER 2, 2009 - 6:00 P.M.

1. ADOPTION OF MINUTES

- a) of the October 19, 2009 minutes of the Committee of the Whole meeting - Pages 1 to 2

2. PUBLIC PRESENTATIONS

- a) Margaret Spruit - Parksville Community and Conference Centre 2010 Budget - Pages 3 to 12
Each year of the operating agreement the City has with PCCC, the Operator is to provide the City with an annual budget for the operation and maintenance of the Centre as well as a capital budget covering the next calendar year.
- b) Brian Johnston - Ventana Projects Inc. on behalf of Chew Excavating Ltd. - Official Community Plan and Zoning Bylaw Amendment Application - Off Tuan Road - Page 13
To provide Council with a brief graphics page to show the site plan and related data of all the dwelling types proposed.
- c) Dave Smith, Focus Corporation - Zoning Amendment Application - 161 Island Highway West - Page 14
Presenting the rezoning application for the redevelopment of the Parksville Beach Resort Site located at 161 Island Highway West.

3. CORRESPONDENCE

4. DISCUSSION RELATED TO DELEGATIONS OR CORRESPONDENCE

5. STAFF PRESENTATIONS

- a) Director of Finance - Quarterly Budget Report - Pages 15 to 22
For the 9 months ended September 30, 2009
- b) Director of Community Planning - OCP and Zoning Bylaw Amendment Application - Chew Excavating Ltd. - Off Tuan Road - Pages 23 to 64
The City has received an Official Community Plan and Zoning and Development bylaw amendment application from Brian Johnson of Ventana Projects Inc. on behalf of Chew Excavating Ltd. that the OCP land use map be amended from "Industrial" to "Residential" and that the property be rezoned from Industrial I-1 to a new Modular Home Residential

zone for a development that would facilitate a 132 lot bare land strata modular home park neighbourhood known as River Glen, off Tuan Road.

Recommendation: THAT the report from the Director of Community Planning dated October 22, 2009 entitled "Consideration of an Official Community Plan and Zoning Bylaw Amendment Application for Lot 1, Block 564, Nanoose District, Plan 21736 (Off Tuan Road)", be received;
AND THAT the topic of changing the Industrial designation to Residential for Lot 1, Block 564, Nanoose District, Plan 21736 (Off Tuan Road) be considered during the upcoming Official Community Plan review;
AND FURTHER THAT subsequent to the Official Community Plan review that the application be returned to Council for deliberation.

- c) Director of Community Planning - Zoning Amendment Application - 161 Island Highway West - Pages 65 to 89

The City has received a zoning amendment application from The Focus Corporation on behalf of Parksville Beach Development Inc. to amend the OCP from mixed waterfront commercial to multifamily residential and rezone the property from Tourist Commercial (CS-2) to High Density Residential (RS-3) to permit a permanent multifamily residential development comprised of 123 units in eight, three storey buildings.

Recommendation: THAT the report from the Director of Community Planning dated October 20, 2009 entitled "Zoning Amendment Application - Parksville Beach Development Inc. - 161 Island Highway West", be received;
AND THAT the zoning amendment application from Parksville Beach Development Inc. for 161 Island Highway West be denied as the application does not meet the requirements of Council Resolution No. 06-304.

- d) Director of Community Planning - Investigation into Possibility of Including Accessibility Standards within the City's Building Bylaw - Pages 90 to 95

Council has requested that staff report back on the feasibility of including accessibility standards in the City's Building Bylaw.

Recommendation: THAT the report from the Director of Community Planning dated October 8, 2009 entitled "Investigation into Possibility of Including Accessibility Standards Within the City's Building Bylaw", be received;
AND THAT "Building Bylaw, 2003, No. 1387" and any amendments be maintained in their current form;
AND FURTHER THAT input be provided on the matter of accessibility during the next Provincial review of the British Columbia Building Code.

6. NEW BUSINESS

7. ADJOURNMENT

ooOOoo

TO BE ADOPTED



CITY OF PARKSVILLE

October 19, 2009

Minutes of the Committee of the Whole meeting held in the Civic and Technology Centre, 100 E. Jensen Avenue, Parksville, BC, on Monday, October 19, 2009 at 6:00 p.m.

PRESENT: His Worship Mayor E. F. Mayne

Councillors: C. R Burger
A. R. Greir
M. Lefebvre
T. C. Patterson
C. J. Powell-Davidson

Staff: F. Manson, Chief Administrative Officer
L. Kitchen, Deputy Corporate Administrator
G. Jackson, Director of Community Planning
D. Banks, Fire Chief
D. Tardiff, Communications Officer

1. **MINUTES**

Lefebvre – Powell-Davidson

THAT the minutes of the Committee of the Whole meeting held October 5, 2009 be adopted.

CARRIED.

2. **PUBLIC PRESENTATIONS** - Nil

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 November 2, 2009 meeting.

Fire Chief Banks provided an update on the Emergency Communications Exercise that took place October 15, 2009 that included testing of new radio equipment.

RECOMMENDATIONS:

a) **Chief Administrative Officer – Geothermal Heating Utility Infrastructure Planning Grant and Feasibility Study**

Patterson - Burger

THAT the report from the Chief Administrative Officer dated September 22, 2009 entitled "Geothermal Heating Utility Infrastructure Planning Grant and Feasibility Study" be received;

AND THAT Council approve the expenditure of a maximum of \$1,000.00 for preparation of an Infrastructure Planning Grant application for the purpose of

PAGE

1

determining the feasibility of a geothermal municipal heating utility for the proposed Renz Road and Despard Avenue subdivisions;

AND FURTHER THAT staff be directed to include \$2,500.00 in the 2010 annual budget representing the City's commitment to the proposed Geothermal Municipal Heating Utility Feasibility Study.

CARRIED.

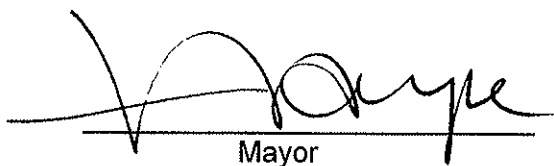
6. **NEW BUSINESS** - Nil

7. **ADJOURNMENT**

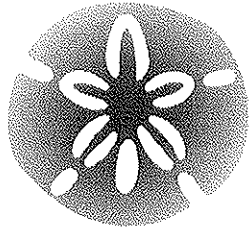
Lefebvre - Burger

Rise and Report to Council at their November 2, 2009 meeting.

The meeting ended at 6:28 p.m.



Mayor



City of Parksville

AGENDA
COMMITTEE
NOV 02 2009
DATE

REQUEST TO APPEAR AS A DELEGATION

TO BE HELD Monday - Nov. 2, 2009 AT 6pm. P.M.
Day Date

NAME OF PERSON MAKING PRESENTATION: Margaret Spruit
[Please print]

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

NAME OF ORGANIZATION [if applicable]: Parksville Community's Conference Centre
(Parksville Community Society)

Mailing address: P.O. Box 1125 Parksville BC. V9P 2H2

Phone: 250-248-6234 - _____ Fax: 250-248-8634
[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.]

Present 2010 Budget

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.



Parksville Community Centre Society

Presentation of the 2010 Budget

for the

Parksville Community & Conference Centre

This Budget was approved by the Board of Directors at the monthly meeting on Thursday, October 15, 2009

Table of Contents:

Year to date Actuals, Year End Estimates, 2010 Budget

Appendix 1: Budget Building Expenses 2010

Appendix 2: Administrative Expenses 2010

Appendix 3: Budget Capital Expenditures 2010

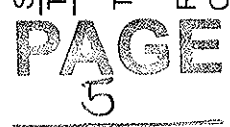
Appendix 4: Historic Revenues

Ordinary Income/Expense	2008	2008	2009	2009	2010
Income	Budget	year	Budget	projected	Budget
Facility Rentals					
Chrysler Theatre Rentals	\$3,504.00	\$11,015.00	\$14,520.00	\$18,551.50	\$20,407.00
Lion's Bar (Servery) Rental	\$2,496.00	\$1,954.00	\$2,208.08	\$1,848.50	\$2,033.30
Gray Oaks/Arbutus Rentals	12,996.00	\$23,982.82	\$27,405.20	\$28,000.00	\$29,856.00
Red Cedars/Maples Rentals	\$18,000.00	\$17,880.75	\$19,117.51	\$22,000.00	\$24,200.00
Rotary Kitchen Rentals	\$6,000.00	\$7,752.50	\$10,486.85	\$6,932.50	\$2,225.70
Seaside Hall Rentals	\$40,008.00	\$27,528.79	\$34,755.22	\$27,288.00	\$28,000.00
Whole Centre Rentals	\$24,996.00	\$12,894.00	\$12,060.40	\$15,934	\$16,000.00
Total of All Rentals	\$108,000.00	\$103,007.86	\$120,553.26	\$120,554.50	\$122,722.00

Net Incomes					
Net Catering	\$15,000.00	\$16,178.08	\$25,893.00	\$25,000.00	\$20,000.00
Net Equipment Rentals	\$3,504.00	\$7,660	\$10,649.00	\$9,000.00	\$9,900.00
Net Sound System Set Up					10%
Net Vending Machine	\$360.00	\$2,764.21			10%
Set Up/Down Charges	\$3,504.00	\$10,783.00	\$10,663.95	\$17,010.00	\$18,711.00
Total Net Income	\$22,368.00	\$37,385.11	\$47,205.95	\$51,010.00	\$48,611.00

Total Internal Revenues					
Revenue Other		\$2,852.13		\$263.50	
City of PV Equity Reimbursement				\$1,865.50	
Gain on Disposal					
City of Parksville	\$131,325.00	\$130,105.00	\$136,898.33	\$136,898.00	\$155,149.00
Bottle Deposit		\$10.63			lost room rental 2010
Donations					
Interest		\$35.28		\$600.00	
Non-Refundable Deposits		\$4,000.00		\$100.07	
Total Revenue Others	\$131,325.00	\$137,003.04	\$136,898.33	\$139,727.07	155149

Total Income	\$261,693.00	\$280,412.15	\$304,657.54	\$311,291.57	\$326,482.00
--------------	--------------	--------------	--------------	--------------	--------------



Ordinary Income/Expense	2008	2008	2009	2009	2010
Expense	Budget	Year	Budget	Projected	Budget
Accounting and Legal					
Accounting	\$3,504.00	\$1,875.69	\$1,500.00	\$1,500.00	\$1,500.00
Audit	\$3,000.00	\$2,780.00	\$3,000.00	\$3,465.00	\$3,600.00
Total Accounting and Legal	\$6,504.00	\$4,655.69	\$4,500.00	\$4,965.00	\$5,100.00
Administration/Overhead					
Amortization Expense					
Bank Charges, Interest, POS	\$480.00	\$2,802.05	\$1,400.00	\$1,500.00	\$1,900.00
Computer System Maint	\$708.00	\$518.47	\$700.00	\$1,558.97	\$1,500.00
Membership Dues	\$396.00	\$515.34	\$600.00	\$500.00	\$500.00
Office Supplies	\$4,020.00	\$3,412.34	\$4,000.00	\$3,000.00	\$4,000.00
Photocopier	\$504.00	\$449.54	\$800.00	\$800.00	\$1,080.00
Postage, Courier, Freight	\$900.00	\$431.54	\$600.00	\$600.00	\$800.00
Prof. Dev./ Incentives	\$3,000.00	\$2,933.60	\$3,500.00	\$3,500.00	\$4,000.00
Staff Travel	\$504.00	\$1,182.07	\$1,500.00	\$2,000.00	\$2,500.00
Total Administration/Overhead	\$10,512.00	\$12,244.95	\$13,100.00	\$13,458.97	\$16,280.00
Advertising & Promotion					
Advertising & Promotion	\$16,200.00	\$9,282.33	\$10,000.00	\$10,000.00	\$15,000.00
Business Development	\$996.00	\$1,125.75	\$1,500.00	\$2,518.34	\$3,800.00
Website Maintenance	\$504.00	\$660.00	\$1,000.00	\$1,000.00	\$1,000.00
Total Advertising & Promotion	\$17,700.00	\$11,068.08	\$12,500.00	\$13,518.34	\$19,800.00
Board Liability Insurance	\$1,500.00	\$1,090.00	\$1,200.00	\$1,090.00	\$1,200.00
Insurance	\$4,764.00	\$5,156.67	\$4,800.00	\$5,047.00	\$5,200.00
Total Insurance	\$6,264.00	\$6,246.67	\$6,000.00	\$6,137.00	\$6,400.00
Kitchen					
Kitchen Equip. Rentals	\$1,500.00	\$1,034.52	\$1,500.00	\$1,500.00	\$2,000.00
Kitchen Supplies	\$5,004.00	\$5,779.52	\$4,500.00	\$4,500.00	\$4,500.00
Laundry/Cleaning Linens	\$396.00	\$3,077.04	\$3,000.00	\$4,000.00	\$4,000.00
Repair/Maint. Kitchen Equip.	\$504.00		\$500.00	\$500.00	\$500.00
VIHA Kitchen License	\$252.00	\$250.00	\$250.00	\$250.00	\$250.00
Total Kitchen	\$7,656.00	\$10,141.08	\$9,750.00	\$10,750.00	\$11,250.00

PAG 6

Ordinary Income/Expense	2008	2008	2008	2009	2010
Expense	Budget	Year	projected	Budget	Budget
Net Utilities					
Hydro	\$13,008.00	\$13,233.95	\$15,000.00	\$15,000.00	\$16,230.00
Internet	\$1,704.00	\$1,923.41	\$1,400.00	\$1,400.00	\$1,500
Natural Gas	\$14,004.00	\$12,601.62	\$16,300.00	\$18,000.00	\$22,000.00
Telephone/Fax	\$3,996.00	\$4,112.00	\$2,300.00	\$2,300.00	\$2,500.00
Total Net Utilities	\$32,712.00	\$31,870.98	\$35,000.00	\$36,700.00	\$42,230.00
Other Expenses		\$7,272.22			
Catering	\$300.00	\$4,189.97	\$10,000.00	\$8,663.24	\$10,000.00
Coffee Supplies	\$3,504.00	\$3,725.63	\$5,000.00	\$4,500.00	\$5,000.00
Meeting Room Equipment/Supplies	\$1,296.00	\$1,741.64	\$1,500.00	\$1,500.00	\$1,500.00
Piano	\$1,704.00				
Society Expenses	\$1,500.00	\$1,916.62	\$500.00	\$500.00	\$500
Total other Expenses	\$8,304.00	\$18,846.08	\$17,000.00	\$15,163.24	\$17,000.00
Repairs					
Electrical	\$2,004.00	\$97.50			
Fire Alarm Systems	\$996.00	\$897.06	\$600.00	\$600.00	\$1,500.00
Janitorial Services/Floor Maint.	\$852.00	\$1,085.35	\$1,000.00	\$1,000.00	\$1,500.00
Janitorial Supplies	\$5,004.00	\$4,214.09	\$5,000.00	\$5,000.00	\$5,000.00
Repairs/Maint. Building	\$20,040.00	\$13,131.06	\$15,000.00	\$18,000.00	\$20,000.00
Total Repairs	\$28,896.00	\$19,425.06	\$21,600.00	\$24,600.00	\$28,000.00
Uncategorized Expenses					
Wage Expenses					
Casual Contract Labour	\$396.00	\$764.44	\$500.00	\$500.00	\$1,000.00
Administrative Wages	\$89,040.00	\$88,313.05	\$95,040.00	\$97,370.44	\$99,000.00
CPP Expenses	\$3,852.00	\$5,316.36	\$6,223.14	\$5,407.62	\$7,133.45
EI Expenses	\$2,856.00	\$3,029.71	\$2,174.96	\$2,174.96	\$2,493.10
Janitorial Wages	\$23,040.00	\$30,608.00	\$30,680.00	\$30,680.00	\$45,110.00
Staff Benefit/RSSP Packages					\$5,100.00 new item for staff
Vacation Pay Accrued	\$1,008.00	\$9,324.26	\$5,028.80	\$5,028.80	\$5,764.40
WCB Expenses	1,500.00	\$740.74	\$800.00	\$665.36	\$800.00
Total Wage Expenses	\$121,692.00	\$138,096.56	\$140,446.90	\$141,827.18	\$166,400.95

Total Expenses	\$240,240.00	2007	\$259,896.90	2008	\$268,119.73	2009	\$312,460.95	2010
Ordinary Income/Expense	Year	Budget	projected	Budget	Budget	Budget	Budget	Budget

Net Ordinary Income								
Other Income								
Capital Assets	(staging 42,000, Stove 10,000							
	* donation for risers	\$17,000.00						
	Stove not purchased yet	\$35,000.00						
	paid for risers	\$52,000.00						
		<u>\$22,050.00</u>						
		\$10,000.00						
		\$19,950.00						
						\$44,760.64		\$14,021.05

Appendix 1: Budget Building Expenses 2010

Insurance	5,200	
Hydro	16,230	
Natural Gas	22,000	
Kitchen Equipment Rentals	2,000	
Kitchen Supplies	4,500	
VIHA Kitchen Licence	250	
Fire Alarm and Emergency Systems	1500	
Janitorial Supplies	5,000	
Janitorial Services/floor finish	1,500	
Linen Cleaning	4,000	
Repl. & Repair Serving Equipment	500	
Repairs & Maint. Building	20,000	
Janitorial Wages	45,110	Rick 35, Connor 10, Other 20
Administrative Wages 25%	24,750	
Employer costs	7,461	
Staff benefits	2,200	
Work Safe Expenses	800	
Casual Contract Labour	1000	
Total:	<u>164,001</u>	

Appendix 2: Administrative Expenditures 2010

Accounting	1,500
Audit	3,600
Bank Charges & Interest	1,900
Computer Sys. Maintenance	1500
Membership Dues	500
Office Supplies	4,000
Photocopier	1080
Postage, Courier, Freight	800
Professional Development	4,000
Staff Travel	2,500
Telephone	2,500
Internet	1,500
Marketing	15,000
Business Development/Market	3,800
Website Maintenance	1,000
Board Liability Insurance	1,200
Catering	10,000
Coffee Supplies	5,000
Meeting Room Supplies	1,500
Society expenses	500
Administrative Wages 75%	74,250
Staff benefits	2,900
Employers Costs	7,930
Total	<u>148,460</u>

Appendix 3: Budget Capital Expenditures

Description:	Estimated Budget 2009	Actual 2009	Estimated Budget 2010	Actual 2010
Stage Curtains			\$5,000.00	
Bar Upgrades			\$4,500.00	
Carpeting for Meeting Room	\$24,000.00			
Tiling for Meeting Room	\$7,000.00			
Audio TV/DVD			\$2,000.00	
2010 Olympic Set up Con.	\$6,500.00			
Seaside Refinishing	\$5,760.00			
Burmisher	\$2,000.00			
Banquet Chairs			\$2,520.05	
Painting inside of building				
TOTAL EXPENDITURES	45260		\$14,020.05	

Appendix 4: Historic Revenues

	2004	2005	2006	2007	2008	2009	2010
January	5,922	4,671	8,571	4,773	6,826	5,980	682
February	10,042	7,391	9,170	7,937	8,995	9,188	5797 olympic
March	8,511	9,328	11,627	9,895	9,134	9,697	4092 paraolym
April	10,615	11,911	8,878	8,226	10,653	14,766	2347
May	9,730	11,532	8,708	11,878	9,289	15,367	409
June	9,858	9,493	8,865	10,282	5,204	6,855	4381.67
July	3,324	4,358	4,548	4,577	1,592	14,749	4381.67
August	3,140	3,998	6,384	3,657	10,201	3,965	4381.67
September	6,403	7,025	8,712	8,694	10,682	7,758	
October	10,821	9,803	11,443	5,808	12,330	9,928	
November	9,929	9,907	7,557	9,937	10,506	\$6,645.00	
December	7,440	7,662	5,221	9,004	7,556	8,916	
Total	95,735	97,079	99,684	94,668	102,968	113,814	26472

Total Room Rentals



REQUEST TO APPEAR

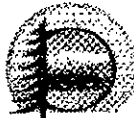
TO BE HELD _____ Day - NOVEMBER, 2009 AT 6:00 P.M.
Date

NAME OF PERSON MAKING PRESENTATION: BRIAN JOHNSTON
[Please print]
NAME OF APPLICANT IF OTHER THAN ABOVE: VENTANA PROJECTS INC.
[Please print]
NAME OF ORGANIZATION [if applicable]: N.A.

Mailing address: 453 HEAD ST., VICTORIA, B.C. V9A 5S1
Phone: (250) 294 - 6890 (SAME) Fax: N.A.
[Business] [Home] e-MAIL: bhjohnston@shaw.ca

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.]

I WILL PROVIDE EACH OF THE COUNCIL AND/OR COMMITTEE WITH A BRIEF GRAPHICS PAGE, CIRLEX BOUND, SHOWING THE SITE PLAN AND RELATED DATA, WITH DRAWINGS OF ALL THE DWELLING TYPES PROPOSED, ON 11"x17" FORMAT — THERE IS NO NEED FOR PLANNING TO REPRODUCE ANY OF THE PACKAGE BEFOREHAND, AND AT LEAST ONE SPARE COPY WILL BE PROVIDED. THE DOCUMENTS WILL BE DELIVERED TO YOU BEFORE NOON ON NOV. 2/09



City of PARKSVILLE

REQUEST TO APPEAR

TO BE HELD MONDAY - NOVEMBER 2, 2009 AT 6:00 P.M.
Day Date

NAME OF PERSON MAKING PRESENTATION: DAVE SMITH
[Please print]

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

NAME OF ORGANIZATION [if applicable]: _____

Mailing address: 57 CADILLAC AVE. VICTORIA

Phone: 250-474-1151 - 250-213-2354 Fax: 250-474-7751
[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.]

WE WILL BE PRESENTING, IN A POWER POINT
FORMAT, OUR REZONING APPLICATION FOR THE
REDEVELOPMENT OF THE PARKSVILLE BEACH RESORT
SITE LOCATED AT 161 ISLAND HIGHWAY WEST.

THE CITY OF PARKSVILLE

2009 QUARTERLY BUDGET REPORT

FOR THE 9 MONTHS ENDED SEPTEMBER 30, 2009

(information for report to be given at upcoming COTW meeting)

Prepared By Lucky Butterworth, CGA
Director of Finance
October 28, 2009

City of Parksville
 2009 Budget Variance Report (Based on Proposed Final Budget)
 For the 9 months ended Sept 30, 2009

Description	2008 Actual	2009 Actual	2009 Final	Budget	Explanations/Details
	to Date	to Date	Budget	Remaining	
SUMMARY (Detailed analysis follows)					
General Revenue Fund					
	2009 Total	2009 Actual	Budget	Remaining	% of Budget
Revenues					
Property Taxes	\$ 9,366,680	9,362,571	4,109	0.0%	Property taxes are on budget for 2009
Revenue sharing grants	437,000	770,696	(333,696)	-76.4%	Province paid most of 2010 grant in 2009. Plan to spend 2010 portion of this in 2010.
Engineering Fees	40,000	16,006	23,994	60.0%	Economic slowdown. Revenues likely to fall short of budget for 2009.
Operating Expenditures					
Council & Administration	\$ 1,003,051	\$ 633,637	\$ 369,414	37%	Hotel tax payments to OTA, Operations review and Accessibility funds are not spent
Finance & Common Services	816,434	644,575	171,859	21%	
Long Term Debt	265,523	124,078	141,445	53%	50% of the debt payments are due in December
RCMP	1,873,608	937,235	936,373	50%	3rd Quarter RCMP billings have not been received yet.
Fire Department	846,606	540,396	306,210	36%	Clothing Allowance for year paid out in December
Community Development	1,074,702	642,913	431,789	40%	Under budget because OCP review has yet to incur any costs
Parks	1,306,216	1,014,802	291,414	22%	
Engineering	888,084	558,620	329,464	37%	Under budget due to staff shortages
Public Works	1,679,149	1,160,510	518,639	31%	
Refuse	527,800	391,866	135,934	26%	
	\$ 9,753,373	\$ 6,256,766	\$ 3,496,607	36%	
Capital Expenditures					
Administration	\$ 125,000	\$ 323,728	\$ (198,728)	-159%	Unbudgeted purchase of properties on Jensen Ave (funded from Land Sale Reserve).
Fire Department	162,763	46,497	116,266	71%	
Parks	985,053	945,634	39,419	4%	
Engineering (I.T.)	430,000	8,719	421,281	98%	Records, Property, and Asset mgmt software purchases are not made yet.
Public Works	4,676,520	645,698	4,030,822	86%	Major projects (McMillan & Moilliet) are in design stage. Will be a large carryover to 2010.
	\$ 6,379,336	\$ 1,970,276	\$ 4,409,060	69%	

** The actual capital expenditures includes committed contract costs awarded that are currently in progress.

City of Parksville
 2009 Budget Variance Report (Based on Proposed Final Budget)
 For the 9 months ended Sept 30, 2009

Description	2008 Actual	2009 Actual	2009 Final	Budget	Explanations/Details
	to Date	to Date	Budget	Remaining	
SUMMARY (Detailed analysis follows)					
	2009 Total	2009 Actual	Budget	Budget	% of
	Budget	to Date	Remaining	Remaining	Budget
<u>Water Utility Fund</u>					
<u>Operating</u>					
Water User Billings (revenue)	\$ 2,223,433	\$ 2,216,080	\$ 7,353		0%
Water Operating Expenditures	\$ 1,719,577	\$ 1,164,387	555,190		32%
<u>Capital Expenditures</u>					
Water Capital	\$ 2,300,607	\$ 468,070	\$ 1,832,537		80%
<u>Sewer Utility Fund</u>					
<u>Operating</u>					
Sewer User Billings (revenue)	\$ 798,272	\$ 796,322	\$ 1,950		0%
Sewer Operating Expenditures	\$ 2,609,448	\$ 2,288,566	320,882		12%
<u>Capital Expenditures</u>					
Sewer Capital	\$ 780,728	\$ 51,735	\$ 728,993		93%

Revenues are on budget.

Repairs to 2 well pumps and 2 river station pumps may go over budget but will be managed by cutting other maintenance projects.

Major projects (McMillan & Moilliet) are in design stage. Moilliet going to tender very soon. McMillan is now held up pending Transportation plan open house and decision on 19A one way option

Revenues are on budget.

No budget concerns here-Largest budget item is paid in August (RDN Sewer Levy)

Major projects (McMillan & Moilliet) are in design stage. Moilliet going to tender very soon. McMillan is now held up pending Transportation plan open house and decision on 19A one way option

City of Parksville
 2009 Budget Variance Report (Based on Proposed Final Budget)
 For the 9 months ended Sept 30, 2009

Description	2008 Actual	2009 Actual	2009 Final	Budget	Explanations/Details
	to Date	to Date	Budget	Remaining	

Other Funds and Reserves

% of

2009 Total	2009 Actual	Budget	Budget	% of
Budget	to Date	Remaining	Remaining	Budget

Arrowsmith Water Service

Total Operating Expenditures \$ 153,500 \$ 105,219 \$ 48,281

31%

Dam maintenance budget will be over due to a problem with a valve to release the water. Another \$41,000 in repair costs were incurred in October when water level was low to fix the valve. The budget overage will be covered by not spending the road maintenance and dam operations budget. The overall expenditures for AWS are not expected to be over budget.

Total Capital Expenditures \$ 185,000 \$ 29,000 \$ 156,000

84%

Most of budget is for Capital Planning for new River Intake. Consulting work is underway.

PAG PCTC
18

Total Operating Expenditures \$ 320,383 250,392 69,991

22%

On target with budget.

DCC Reserve Funds Collections

Fees collected \$ 1,380,663 421,722 958,941

69%

Most DCC's were still collected at the old DCC rates due to grandfathering plus there is much less new development than our budget model assumed. In 2007, collections were \$2,067,000.

City of Parksville
 2009 Budget Variance Report (Based on Proposed Final Budget)
 For the 9 months ended Sept 30, 2009

Description	2008 Actual to Date	2009 Actual to Date	2009 Final Budget	Budget Remaining	Explanations/Details
<u>GENERAL REVENUE FUND</u>					
<u>Legislative & Administration</u>					
Total Operating Expenditures					
-Legislative	\$ 148,596	\$ 145,830	\$ 271,700	\$ 125,870	54% of total budget spent to date. Operations review, Accessibility fund, and Council contingency budgets not spent at this time.
-Admin., HR, Communications	436,585	426,603	622,001	195,398	69% of total budget spent to date.
-Economic Development	68,937	35,921	49,350	13,429	Economic function has been terminated (office rent continues to end of year)
-Tourism (Hotel Tax)	219,911	25,283	60,000	34,717	Province now pays directly to the OTA. Expense reduction offset by revenue reduction
Total Operating Expenditures	<u>\$ 874,029</u>	<u>\$ 633,637</u>	<u>\$ 1,003,051</u>	<u>\$ 369,414</u>	63% of total budget spent in to date.
<u>Finance and Common Services</u>					
Total Capital Expenditures	-	323,728	125,000	(198,728)	The budget relates to PCTC renovation. The actual expenditures are for the purchase of property on Jensen Ave (funded from Land Sale Reserve) as approved by Council
<u>Revenues</u>					
Property Taxes	\$ 8,822,838	\$ 9,362,571	\$ 9,366,680	\$ (4,109)	Provincial government grants in lieu have not been all paid yet.
-Revenue sharing grants	387,456	770,696	437,000	333,696	Province paid part of the most of the 2010 grant this year
Operating Expenditures					
- Finance	403,393	426,474	566,534	140,060	75% of total budget spent to date
- Common Services	183,830	218,101	249,900	31,799	87% of total budget spent in 1st Quarter. Property and Liability Insurance for entire year is paid already so most of budget is spent. Still on target to meet budget.
- Long Term Debt and Interest	139,212	124,078	265,523	141,445	47% of total budget spent to date. Due to low interest rates, the interest paid on tax pre-payments will be under budget for year by \$30,000 (no interest is currently payable).
Total Capital Expenditures	-	-	-	-	No Capital Expenditures budgeted for 2009
<u>RCMP</u>					
Total Operating Expenditures	876,669	937,235	1,873,608	936,373	50% of total budget spent to date. 3rd quarter invoice not received yet for RCMP officers or public sector admin staff. Prisoner expense will be about \$50,000 over budget for year. It is anticipated that this will be offset by Officer vacancies during year.
Total Capital Expenditures	-	-	-	-	No Capital Expenditures budgeted for 2009



City of Parksville
 2009 Budget Variance Report (Based on Proposed Final Budget)
 For the 9 months ended Sept 30, 2009

Description	2008 Actual to Date	2009 Actual to Date	2009 Final Budget	Budget Remaining	Explanations/Details
<u>Fire Department</u>					
Total Operating Expenditures	482,969	540,396	846,606	306,210	64% of total budget spent to date. Several major expenditures come later in the year. (Stipends and hydrant maintenance)
Total Capital Expenditures	126,389	46,497	162,763	116,266	29% of total budget spent to date. Equipment and training ground expenditures are still to be made.
<u>Community Development</u>					
Planning & Building Permit Rev.	183,907	132,598	153,200	20,602	87% of total revenues received to date. Continued evidence of the economic slow-down. Significantly less than 2007 revenues (by over \$200,000).
Total Operating Expenditures	674,733	642,913	1,074,702	431,789	60% of total budget spent in to date. OCP review has not incurred consulting costs.
Total Capital Expenditures	22,042	-	-	-	No Capital Expenditures budgeted for 2009
<u>Parks</u>					
Total Operating Expenditures	998,227	1,014,802	1,306,216	291,414	78% of total budget spent to date. Most of budget is spent in April-October so annual expenditures are expected to be within budget.
Total Capital Expenditures	416,664	945,634	985,053	39,419	Most of budget is for completion of Waterfront walkway. The 2009 actual includes the contract for the walkway completion. Walkway budget needs to be increased with the increase 100% funded by a developer contribution.
<u>Engineering</u>					
Revenues					
- Engineering Fees	37,971	16,006	40,000	23,994	40% of total revenues received to date. Continued evidence of the economic slow-down. Revenues will likely fall short of budget for year.
Operating Expenditures					
- Engineering & IT	638,577	474,889	788,084	313,195	60% of total budget spent to date. Underbudget due to staff vacancies.
- Special Projects	399	83,731	100,000	16,269	For Transportation and Parking study. Will be over budget due to addition to scope.
Total Capital Expenditures	9,456	8,719	430,000	421,281	Most of budget is for new IT software system which is still in the early stages of development due to staff shortages. Projects costs will need to be carried forward to 2010.

PAGE 20

City of Parksville
 2009 Budget Variance Report (Based on Proposed Final Budget)
 For the 9 months ended Sept 30, 2009

APPENDIX 1

Description	2008 Actual to Date	2009 Actual to Date	2009 Final Budget	Budget Remaining	Explanations/Details
<u>Public Works</u>					
Total Operating Expenditures	1,216,329	1,160,510	1,679,149	518,639	69% of total budget spent to date. Road patching is \$155,000 under budget. Enclosed drainage is expected to be over budget due to tree root problem to fix on Craig st. Plan is to fund from unspent road patching budget.
Total Capital Expenditures	2,278,542	645,698	4,676,520	4,030,822	14% of total budget spent or committed to date. Major projects on McMillan and Moilliet are in the design stages. Moilliet going to tender very soon. McMillan is now held up pending Transportation Plan open house and decision on 19A one way option. Two other major projects will need to be carried over to 2010.
<u>Refuse</u>					
Total Operating Expenditures	325,572	391,866	527,800	135,934	This operation is run by the RDN. We collect the fees on their behalf and forward the fees to the RDN. We retain 5% of the collections.
<u>Total General fund</u>					
Total Operating Expenditures	6,813,939	6,648,632	10,281,173	3,632,541	65% of total budget spent to date. Staff vacancies and OCP review are largest areas below budget.
Total Capital Expenditures	2,853,093	1,970,276	6,379,336	4,409,060	31% of total budget spent or committed to date. Large carryover to 2010 is expected.

PAGE 21

City of Parksville
 2009 Budget Variance Report (Based on Proposed Final Budget)
 For the 9 months ended Sept 30, 2009

Description	2008 Actual to Date	2009 Actual to Date	2009 Final Budget	Budget Remaining	Explanations/Details
<u>WATER UTILITY FUND</u>					
<u>Revenues</u>					
Water User Billings	1,899,571	2,216,080	2,208,727	(7,353)	Revenue is 1% higher than budget. Revenue is 17% higher than 2008 billing due to rate increase of 10.5%, new construction, and increased water consumption in the dry 2009 summer.
<u>Operating Expenditures</u>					
Total expenditures (except LTD)	609,800	842,555	1,380,886	538,331	61% of total budget spent to date. Cost allocations from Arrowsmith Water are not done until year end (\$99,000). Major Cross connection control project is also well under budget (\$85,000).
Logn Term Debt	410,296	321,832	338,691	16,859	95% of total budget spent to date (as budgeted).
Total Capital Expenditures	1,620,990	468,070	2,300,607	1,832,537	20% of total budget spent or committed to date. Major projects (McMillan & Moilliet) are in design stage. Moilliet going to tender very soon. McMillan is now held up pending Transportation plan open house and decision on 19A one way option.
<u>SEWER UTILITY FUND</u>					
<u>Revenues</u>					
Sewer User Billings	800,265	796,322	798,272	1,950	Revenue is on budget.
<u>Operating Expenditures</u>					
Total expenditures	217,934	475,841	796,045	320,204	60% of total budget spent to date. Condition assessment program (\$100,000) is reduced in scope so most of funds will be surplus. Scope reduced in future years.
RDN Sewer Levy	1,988,508	1,812,725	1,813,403	678	On budget
Total Capital Expenditures	377,856	51,735	780,728	728,993	Major projects (McMillan & Moilliet) are in design stage. Moilliet going to tender very soon. McMillan is now held up pending Transportation plan open house and decision on 19A one way option

PAGE 11

October 22, 2009

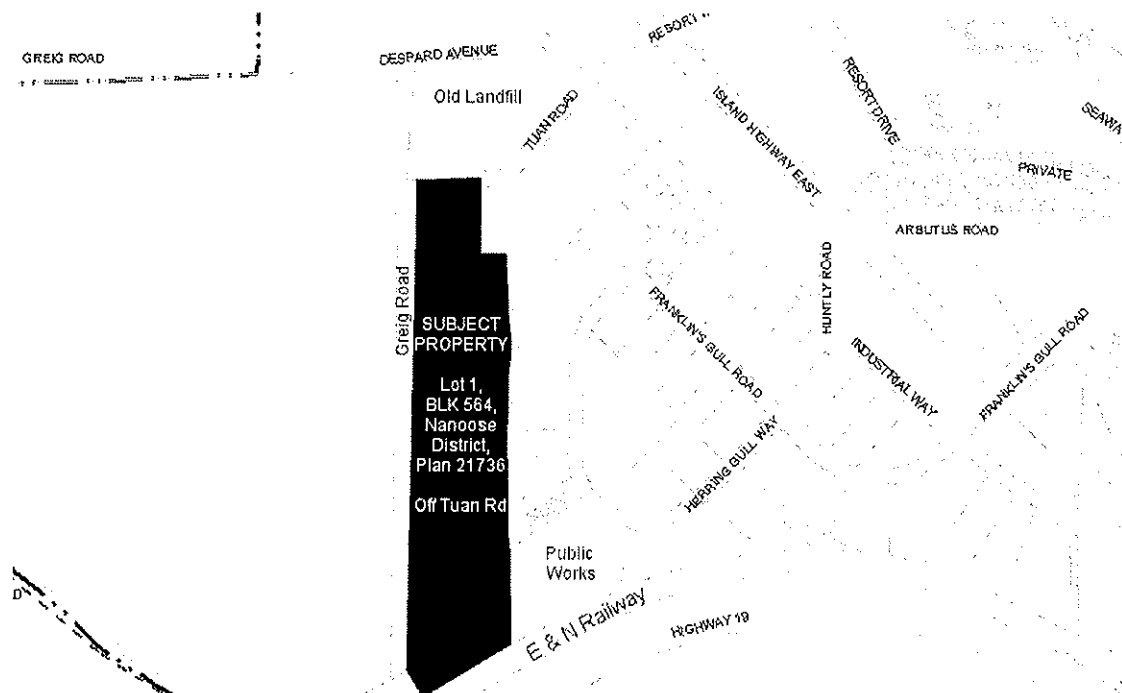
REPORT TO: F. C. MANSON, C.G.A., CHIEF ADMINISTRATIVE OFFICER

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

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING
BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE
DISTRICT, PLAN 21736 (OFF TUAN ROAD)
REGISTERED OWNER: CHEW EXCAVATING LTD. (INC. NO.639771)
APPLICANT: BRIAN JOHNSON OF VENTANA PROJECTS INC.
PLANNING FILE: 3360-08-02

Issue:

Consideration of an Official Community Plan and Zoning Bylaw amendment application.



Executive Summary

The City received an Official Community Plan and Zoning and Development Bylaw amendment application for the above noted property from Brian Johnson of Ventana Projects Inc. on behalf of the owner Chew Excavating Ltd. The proposed amendment, if approved, would facilitate a 132 lot bare land strata modular home park neighbourhood known as River Glen.

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

References:

Schedule "A" – Preliminary Layout Plan, dated stamp received June 5, 2009;
Schedule "B" – Modular Home Examples
Schedule "C" - Community Benefit and Amenity Considerations
Schedule "D" – Technical Issues Summary
Schedule "E" – Official Community Plan excerpts
Memorandum - Engineering and Operation Department, dated October 7, 2009;
Memorandum - Parksville Volunteer Fire Department, dated January 19, 2009;
Sustainable Community Builder's Checklist, dated stamp received September 19, 2009;
Letter - Marketability of Property for Industrial Purposes - Dawn Setter RE/MAX First Realty, dated May 7, 2009;
Letter – Demonstrable Community Benefits, Ventana Projects Ltd., dated May 11, 2009;
Letter – Housing Agreement Principles, Ventana Projects Ltd, dated June 29, 2009;
Letter – Project Description and Explanation, dated May 11, 2009;
Letter – Project Rationale, Ventana Projects Ltd., dated May 11, 2009;

Background:

The applicant is requesting that the Official Community Plan future land use map be amended from 'Industrial' to 'Residential' and that the property be re-zoned from Industrial I-1 to a new Modular Home Residential zone. It is intended that this new zone would facilitate a bare land strata modular home park neighbourhood. The applicant indicates the development will provide attainably affordable housing for working families and individuals.

The development is proposed to consist of up to 132 individual lots comprised as follows:

- 44 lots, a minimum of 560 m² to permit 1 modular home & 1 accessory carriage house;
- 50 lots, a minimum of 410 m² to permit 1 modular home & 1 optional secondary suite;
- 38 lots, a minimum of 350 m² to permit 1 modular home only;

This has the potential to facilitate up to 226 residential units in total (both principal and secondary).

A draft subdivision layout plan is shown in Schedule "A"

The developer is proposing to enter into a Housing Agreement with the City of Parksville that would provide mandatory rental suites or carriage houses on 40 lots of 560 m² or more in area. The Housing Agreements would be assumed by future property owners. Specific details of the proposed Housing Agreement are provided in the attached letter from Ventana Projects dated June 25th, 2009 and is discussed in Schedules "C and "D".

The 8.095 hectare (20.002 acre) property is located at the end of Tuan Road and an unconstructed section of Greig Road. The site is a former gravel pit that is approximately 90% cleared except for a 0.60 hectare section along the southern boundary. As a former gravel extraction site the property has a lower elevation than lands to the east, west or south and forms a broad valley that opens and levels-off to the north.

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

To the north of the property is located the old City landfill. To the south is located the Esquimalt and Nanaimo Railway beyond which is located the Inland Island Highway 19. To the east the site is flanked by 8 medium industrial properties currently being used for trucking, auto parts warehouse, foundry, mini-storage, and the City's Public Works yard. To the west is a large undeveloped property that is designated 'Residential' in the current Official Community Plan and is zoned 'Agricultural A-1'.

The Engineering and Operations Department has completed a preliminary technical review of this application and indicates that the applicant is to proceed to the full design submission stage. Off-site works must be secured prior to final adoption of a bylaw amendment. A summary of the off-site works and other technical details is provided in Schedule "D" (for full details of the Engineering and Operations Department review, refer to the attached memorandum).

The Parksville Volunteer Fire Department has reviewed the Official Community Plan and Zoning Bylaw amendment application and has provided comments in the memorandum attached to this report (additional comment is provided in Schedules "C" and "D" attached to and forming part of this report).

Options:

Council may:

- 1) Table the application and consider it as part of the Official Community Plan review;
- 2) Refer the application to the Advisory Planning Commission for review;
- 3) Deny the application.

Analysis:

The Official Community Plan is intended to address a five-year time frame with certainty. There are no specific land use polices in place that support residential use of this property given its current 'Industrial' designation. The application ventures into uncharted territory that is not currently envisioned within the existing Official Community Plan.

The Official Community Plan currently designates significant land (approximately 216 hectares) for future residential use. It is estimated larger land holdings that are already designated 'Residential' in the Official Community Plan could potentially yield between 2300 - 2700 future lots, should they come to fruition. Despite this, amendment applications may be made at any time, subject to legislation.

Given the steady demand for residential land in Parksville, converting the subject property from industrial to residential will remove it permanently from the industrial land base.

This raises the following key questions:

- o Does Parksville have the right allocation of industrial land to meet its long-term economic needs?

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

- Is it appropriate to create a new residential neighbourhood while residential land exists undeveloped closer to the City core?
- Is the project a net benefit to the Community?

Option 1 – Table the application and consider as part of Official Community Plan review;

The Official Community Plan currently designated approximately 4% of the land within Parksville's boundary for industrial use. At 8.01 hectares, the subject property represents approximately 17% of the City's existing industrial land base (excluding roads) and appears to be the largest Industrial I-1 zoned parcel within the City, being the equivalent of approximately 10 to 20 typical industrial park lots.

The applicant provided a letter from real-estate agent Dawn Setter of RE/MAX First Realty Ltd. that highlights current industrial land market conditions and demand trends. Staff is in agreement with the letters findings that the property is not presently in high demand for an industrial use.

Removal of a property of this size from the industrial land base without knowing the City's or regions long-term industrial land needs could have unforeseen economic consequences and create a potential loss of opportunity. The City's 2003 Economic Development Strategy Update suggests that Parksville may in the future have a shortage of available industrial lands within its boundary. To date, the City has not allocated the resources or obtained the necessary professional expertise to fully undertake this scope of study. Nor has a study of this extent been provided by the applicant.

The magnitude of the change is such that it appears appropriate to table the application and then review it and the industrial land base in a comprehensive and holistic manner as part of the Official Community Plan update that has been budgeted for 2009.

Option 2 – Refer application to the Advisory Planning Commission for review

Referring the application to the Advisory Planning Commission would provide Council with additional review and validation of the merits of the proposal. As this application goes beyond the existing land use designation, the Advisory Planning Commission will be compelled to look at how the proposed development relates to the overall higher principles and philosophy of the Official Community Plan.

The following community benefits may be attributable to the development:

- additional single-family residential capacity;
- the potential for 40 to 94 rental units in the form of secondary suites or accessory carriage house;
- improved attainability by virtue of the lower cost associated with the construction of factory built modular homes and their generally more modest dimensions;
- proximity to the resort area and industrial park that may make units appealing to workers.

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

The suitability of this site for residential use is not entirely obvious at this juncture in time given the amount of already designated residential land. At present, the property is geographically isolated from the full compliment of commercial services necessary to support residential use; services such as grocery stores, doctors offices, schools, public transportation, etc. The introduction of a pocket of residential development in an isolated area without existing facilities may lead to the creation of an enclave. At this time it does not appear that a residential development in this location would contribute to the overall Official Community Plan goals of developing a compact, easily walkable and sustainable community. A development in this location may attract other potential development in the surrounding area that may be premature.

It is appropriate for this application to be advanced if Council believes it provides demonstrable community benefit, such as the provisioning of affordable or special needs housing, park dedication, or other contribution that offset the long-term implications of the change in use.

Option 3 - Deny the application

Denying the application will result in the retention of the property within the existing industrial land base. Maintaining the industrial land designation is an option that is consistent with the economic policies of the Official Community Plan. Policies that seek to promote the development of light industry, specialized value-added and high-tech production. The property's proximity to the Esquimalt and Nanaimo Railway could be an asset in the future where industries may benefit from or require freight rail access.

Under present conditions it is recognized that there are properties with better exposure that would be more attractive to light and medium industrial businesses. Staff estimates that given current inventories of industrial land that the property will likely remain in relatively low demand for the next 15 to 20 years.

Financial Implications:

The financial implications are the costs of processing this application. No net financial impacts are anticipated. All associated works and services costs associated with this application are to be borne by the applicant. The Fire Department indicates that the development will place an additional demand on services, such as increasing the need for an expansion to the fire hall facility.

Sustainability:

The Sustainable Community Builder Checklist (attached) has been completed. It demonstrates that the developer is considering sustainability features and concepts within the development. The key proposed sustainability features are:

- Re-vegetate the currently devoid form gravel pit site as part of the subdivision development;
- Remove invasive species, such as Scotch broom and Himalayan blackberry;
- Use of integrated storm water management principles;
- Retention and enhancement of existing pond / wetland;
- Low flow toilets;
- Promote the uses of individual geothermal systems, such as heat pumps

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Recommendation:

That the report from the Director of Community Planning titled "Consideration of an Official Community Plan and Zoning Bylaw Amendment Application for Lot 1, Block 564, Nanoose District, Plan 21736 (Off Tuan Road)" dated October 22, 2009 be received;

And That Council direct that the topic of changing the Industrial designation to Residential for Lot 1, Block 564, Nanoose District, Plan 21736 (Off Tuan Road) be considered during the upcoming Official Community Plan review;

And Further That subsequent to the Official Community Plan review that the application be returned to Council for deliberation.



G. A. JACKSON

BR/sh
Attachments

Planning/Rezoning/2008/08-2/Report-1.

MANAGER OF ENGINEERING AND OPERATIONS COMMENTS:



M. SQUIRE, A. Sc.T

FIRE CHIEF COMMENTS:

This proposal is another example of potential service increases to the Fire Department at a time our resources are being stretched. A contribution from the developer would assist the Fire Department and municipality in providing the capital cost of the required resources needs to meet the growing demand. Without a contribution to the Fire Department for additional resources, the City will need to review other alternative solutions to be able to provide the expected level of service. At this time the applicant doesn't propose a contribution.

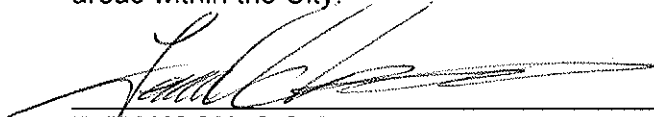


D. BANKS

**SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING
BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE
DISTRICT, PLAN 21736 (OFF TUAN ROAD)**

CHIEF ADMINISTRATIVE OFFICER COMMENTS:

As mentioned in the analysis of Option 2, for low cost housing this property is quite isolated from the normal range of essential residential services. If consideration is being given towards approval of the application, as a means of obtaining a net benefit to the community from this development, Council may want to consider (either in addition to, or as an alternative to, a contribution to the Fire Hall project) a contribution towards an enhanced municipal transit service to provide convenient bus service to this and other residential and commercial/industrial areas within the City.

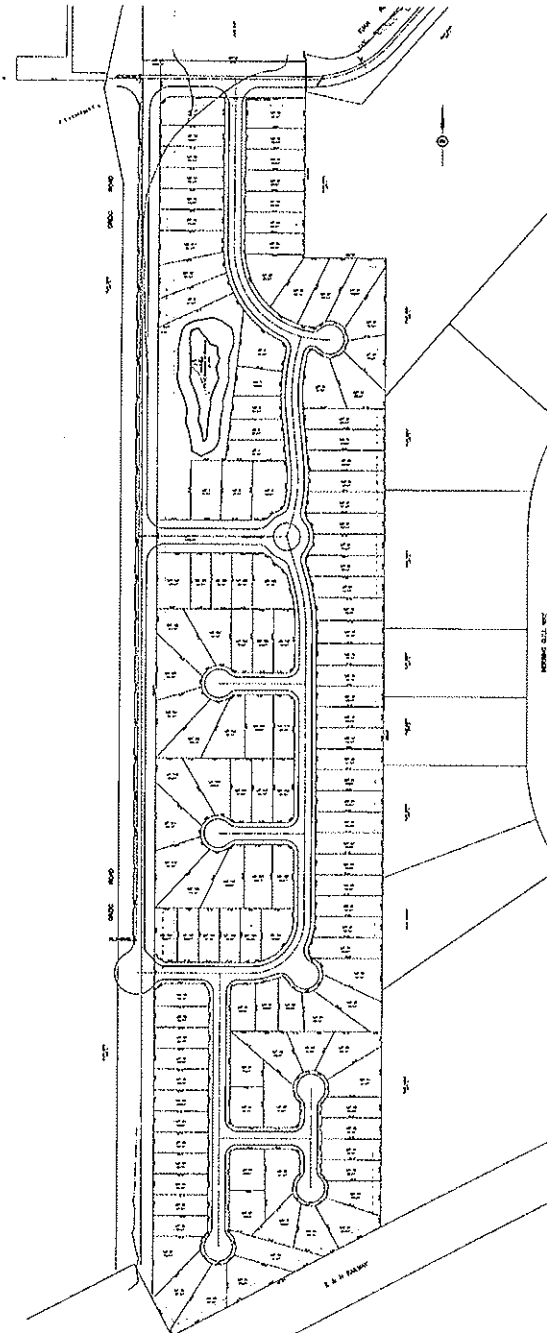


F. MANSON, C.G.A.

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "A"

Preliminary Layout Plan



RECEIVED
JUN 05 2009
PLANNING
CITY OF PARKSVILLE

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "B"

Modular Home Examples



SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "C"

Community Benefit and Amenity Considerations

Pursuant to the Official Community Plan's policies, zoning amendment applications are expected to show that the proposed project will demonstrate community benefit. Community benefits may include, but are not limited to, providing a use that is responding to demonstrable community needs such as the provisioning of affordable housing, park dedication, fire department contribution or the provisioning of additional off-site infrastructure.

As part of this application the developer indicates the following community amenities or benefits:

- Affordable housing:
 - 40 lots are proposed to have a Housing Agreement with the City that would require future purchasers to include a mandatory affordable rental suite or accessory carriage house. *[For Bylaw and Housing Agreement purposes, affordable monthly rent is approximately \$870-\$905 for Parksville]*
 - At the option of the future homeowners, provisions have been made to permit up to 50 potential secondary suites on lots of 420 m² or greater;
- Attainable housing:
 - Preliminary estimates provided by the developer anticipate likely monthly mortgage payments in the range of \$1,260.00 - \$1,525.00 for non-carriage house lots with dwelling [subject to change]. Staff estimates a principle of between \$220,000.00 to 260,000.00 at 5% interest for 25-year term mortgage.
- Consideration of access for persons with disabilities;
- Preservation and enhancement of an existing wetland;
- Non-age restricted working-family oriented attainable neighbourhood;
- Building Scheme and Design Guidelines to attain high aesthetic standards.

The memorandum from the Parksville Volunteer Fire Department dated January 19, 2009 indicates in order to help offset pressures caused by population and building stock increases, the Fire Department requests that the developer make a contribution in the amount of \$800 per unit for use by the Fire Department in areas such as: training programs, the purchase of equipment, public education or recruiting and retention of volunteer members.

The applicant indicates that they are not prepared to make a contribution to the Fire Department at this time as they believe this additional expense, along with the substantial roadwork and infrastructure triggered by the development, will affect affordability and the real cost to the buyer. They respectfully suggest that 5.52% (\$105,600.00 or \$800.00 per lot) of the \$1,910,494.08 (\$14,473.44 per lot) in Development Cost Charge due to the City at the time of subdivision be allocated for this purpose, something legislation does not permit. It should be noted that Development Cost Charges are already allocated to fund infrastructure capacity upgrades such as the City's second water intake or capacity improvements at the Regional District's sewage treatment plant, upgrades directly attributable to the demands that new developments place on municipal infrastructure.

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "D"

Technical Issues Summary

FIRE DEPARTMENT

This development will impact the Parkville Volunteer Fire Department as follows:

- i. Fire Safety Inspections: It is anticipated that this development will add three (1) regular fire & life safety inspections per annum, along with any re-inspection(s) or follow-up time as may be necessary.
- ii. Emergency Incidents: A development of this nature is expected to add one (1) or more Fire Department responses per year.
- iii. Pre-Incident Planning: The development of a pre-incident plan for the site including fire safety and protection system information, building construction information and hazards specific to the individual occupancy will be required.

In general, current high rates of population and building stock increase continue to add significant pressure to Fire Department labour, material, training and facility resources.

Issues that will need to be addressed in more detail at the time of subdivision are as follows:

1. Civic addressing – in regards to the carriage houses and secondary suites.
2. Fire Smart Landscaping practices should be used.
3. Hydrant Layout. The new layout will work, however it could be improved.
4. Streets will be narrow. Recommend no 'on street' parking be permitted.

The Parkville Volunteer Fire Department has asked the developer to consider a voluntary contribution to assist with the increasing demands that additional development places on the Department. Details are provided in Schedule "C".

SERVICES

The Engineering and Operations Department indicates that the City's existing water system can support the development according to City criteria. Water for the development is proposed to connect from Industrial Way along Tuan Road to the subject property.

Sanitary sewer from the subject property is proposed to connect an existing City sanitary sewer main on Greig Road and requires permission from the neighbouring property owner to allow for a right-of-way. A letter of understanding has been provided by the applicant indicating that the neighbour is agreeable. The Engineering and Operations Department indicate that the City's existing sanitary sewer system can support the proposed development.

The subject property is beyond the City's existing storm water management area, thus requiring the developer to arrive at an alternative approach to facilitate the development. Surface drainage (storm water) within the development is proposed to use integrated storm water management principles by utilizing and enhancing an existing small wetland and on-site detention and infiltration. Peak 100 year storm events are proposed to discharge in to rock pits on the adjacent property portions of which lie within the Englishman River floodplain. A letter of

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "D" (Continued)

understanding has been received that indicates the neighbouring property owner will give the development an easement to build the rock pit infiltration works. The bowl-like topography of the site means that drainage is a paramount issue affecting the technical viability of any proposed land use on the property.

TUAN ROAD AND GREIG ROAD

The applicant is proposing to construct Tuan Road from Industrial way across the northern boundary of the property to a presently undeveloped section of Greig Road. The applicant has indicated that they are in agreement to dedicate the land for the road allowance as condition of rezoning. The applicant is proposing to construct approximately two-thirds of the Grieg Road Right-of-Way from the Tuan Road extension toward the Esquimalt and Nanaimo Railway to the south. The railway poses a barrier to access land further south of the subject property therefore further construction of Grieg Road does not appear warranted at this time; in this regard both the applicant and neighbouring property owner are in agreement. It should be noted that his option does not preclude further expansion of Greig Road at a future date as part on another approval process. The portion of the Greig Road that is proposed to remain undeveloped forms part of an unofficial trail connection to Top Bridge Park. It remaining as a trail appears reasonable and could form part of a future linear pathway. This option may trigger consideration of the City's Works and Services Bylaw at the time of subdivision.

TRAFFIC

The initial Traffic Impact Assessment study prepared by Boulevard Transportation Group dated July 7, 2008 was prepared for a 118 unit modular home development. Subsequent follow-up addendums were prepared by Boulevard Transportation Group on February 10, 2009 and June 9, 2009 to reflect changes in the proposal. The aforementioned study and addendums have been received and reviewed by the Engineering and Operations Department. The initial study and subsequent addendums recommend that the intersection of Tuan Road and Island Highway East be converted to a right-in/right-out configuration (thus prohibiting northbound and westbound left turns. Implementing the recommendations would result in an improvement in the level of service at this key intersection with the development from an F (fail) to a C (pass) or better for the 2017 horizon year. As part of the rezoning the developer will be required to undertake the intersection upgrade improvements at their expense as part of a servicing agreement, in accordance with the principle that new developments are responsible for attributable servicing needs.

The study recommends in the long-term that land directly adjacent and in proximity to the Tuan Road and Island Highway East intersection is acquired so that it can be realigned to form one intersection with Resort Way and Island Highway East, an intersection that is already signalized.

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "D" (Continued)

HOUSING AGREEMENT DRAFT

The following are the general principles of the proposed draft agreement:

- Number of affordable units provided: 40 Accessory Carriage House Units
- Tenure: Rental
- Initial Rent: \$870 per month [*subject to adjustment when agreement is finalized*]
- Maximum annual rate increase: 4% per year
- Duration of agreement: 24-years broken into three 8-year terms
- Tenants: must have total household income of less than 80% of median household income as established for residents of the City of Parksville by Statistics Canada.

Standard Housing Agreement provisions are summarized as follows:

- Annual compliance report must be submitted to the City by future property owner
- City may inspect affordable housing units at any time, subject to the *Rental Tenancy Act* and *Community Charter*.
- Failure to rectify any breach of agreement within 30 days of receiving notice subjects owner to owing the City a daily amount of \$200, in addition to any other legal remedies.

EXISTING SMALL WETLAND

A preliminary biological assessment of the small wetland, dated October 5, 2006 was prepared by EBA Engineering Consultants Ltd. and submitted at the time of application. The assessment concludes that the existing 500 m² wetland is well established and should it and the surrounding vegetation be retained and incorporated into the development plan as a natural feature. The wetland provides functional habitat for vegetation, amphibian, insects and a potentially mammals and migratory birds.

NOISE ATTENUATION

At present, with the exception of an existing sawmill across from the Public Work Yard, other industrial properties are generally being used in a fairly sound neutral manner. Current conditions do not mean that in the future louder medium industrial activities will not take place in the adjacent Industrial Park; uses that might be beneficial to the local economy of the future.

However, the adjacent Industrial Park is situated on a flat plateau approximately 15 to 20 metres above the present grade of the subject property. The low-lying nature of the subject property mean that noise from the industrial park and Inland Island Highway will in tend to travel somewhat above the site towards the other side of the Englishman River. Noise from the highway is also somewhat mitigated by trees along the Esquimalt and Nanaimo Railway. While unlikely, there may be unforeseen circumstance where noise issues could precipitate.

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "E"

Official Community Plan Excerpts

Section 4.2 Growth Management – Excerpt of applicable polices from pages 32 and 33

- The City will monitor, through its Planning Department, whether self-contained strata title developments are furthering the development of a community spirit or are creating private enclaves.
- When evaluating development applications, the City will require that a pedestrian orientation be a consideration of the development.
- (AMENDMENT BYLAW NO. 1370.10) Zoning amendment applicants are expected to show that the project proposed will provide demonstrable community benefit. Council will evaluate the application on this basis. Demonstrable community benefit means:
 - providing a use that is responding to community need
 - including an amenity that will benefit citizens of Parksville; this may include but is not limited to the following considerations:
 - provision of affordable housing
 - park dedication
 - fire department contribution
 - provision of additional off-site infrastructure

I:\Users\Planning\6480-01\BYLAW 1370\Bylaw1370 – CONSOLIDATED.

33

- Zoning amendment applications will be evaluated based on the impact that the proposal will have on community services. (AMENDMENT BYLAW NO. 1370.10)

In summary, 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!

SUBJECT: CONSIDERATION OF AN OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT APPLICATION FOR LOT 1, BLOCK 564, NANOOSE DISTRICT, PLAN 21736 (OFF TUAN ROAD)

Schedule "E" (continued)

45

4.7.2 Affordable and Special Needs Housing

The City has in past required the provision of affordable housing as part of the approval process in two large developments. A subsequent drop in market values rendered this attempt ineffective. The City will:

- Offer density bonuses in exchange for the provision of affordable housing units in developments.
- Permit secondary suites in single family dwellings of adequate size and with adequate parking.
- Enable mobile home park development and designate Manufactured Home Park zoning as development permit areas.
- Investigate alternative affordable housing options, including bare land strata and small lot subdivisions.
- Promote rental housing development, using incentives available under legislation.
- Use custom zoning to accommodate special needs housing development.
- (AMENDMENT BYLAW NO. 1370.8) Only support zoning amendment proposals for developments which will, when complete, have 10 or more employees where:
 - work force housing is provided, by the developer, on or off site for at least 10% of the projected number of employees.

MEMORANDUM

TO: Gayle Jackson, Director of Community Planning / Blaine Russell, Manager of Current Planning

FROM: Fred Pakkala, Engineering Technologist

DATE: October 7, 2009

SUBJECT: Application for Zoning Amendment
Englishman River Modular Home Park
"Off Tuan Road"
Lot1, Block 564, Nanoose District, Plan 21736

FILE NO.: 3360-08-02

The Engineering and Operations Department has completed a review of the above-noted zoning amendment application. We understand the subject property is currently zoned I-1 (Industrial), and this is being requested to be amended to a new zone to permit a "Modular Home Residential Development".

The applicant is proposing to build a 133 lot subdivision on this land of varying sized lots to accommodate carriage homes and secondary suites. The application included servicing information prepared by Dave Shillabeer, P. Eng., of Koers & Associates Engineering Limited.

As requested, we provide the following comments regarding this application (general comments are italicised).

A. Comments Specific to this Development Application

The following summarises servicing issues known to the Engineering and Operations Department at this time. This summary is based on the information received, and is not intended to be exhaustive. The developer and his/her Engineer-of-Record are responsible to identify and appropriately address all servicing issues related to the proposed development, in accordance with all applicable bylaws, criteria, standards, and good engineering practice.

1. Water and Sanitary Sewer System Capacities

The Engineer-of-Record has submitted information that has been analysed using the City's Water and Sanitary Sewer Network models. The results of these analyses (copies attached), prepared by Koers & Associates Engineering Ltd., have confirmed the following:

- (a) The City's existing water system can support the proposed development within the City Criteria. As well the analysis confirmed that, at the 2002 OCP projected population build-out, the City's existing water system can meet the residual pressure and velocity requirements for peak hour and fire flow demands with the addition of this development.
- (b) The City's existing sanitary sewer system can support the proposed development. The analysis also confirmed that, at the 2002 OCP projected population build-out, the City's existing sanitary sewer system can support peak sewage flows with the addition of this development.

2. Storm Drainage Capacity, Storm Water Management, and Lot Grading

The Engineer-of-Record must identify and appropriately address all drainage concerns related to this development, including downstream capacity, drainage to and from other lands, drainage management on the site, road and boulevard, etc.

Conventional public drainage conveyance systems are not present in the vicinity of this development (e.g. City-managed open channel drainage facilities such as ditches and pipes that ultimately discharge to a large receiving body of water). The ditches in the adjacent roads (Industrial Way) are detention/exfiltration types mainly intended to accommodate road drainage, and were not specifically designed for runoff from the development of adjacent land.

Therefore, drainage for extreme storm events including the Minor Storm (10 year return frequency) and Major Storm (100 year return frequency) must be handled within the site itself (e.g. via the same detention/exfiltration approach), and post-development runoff must not be conveyed off the site. However, emergency overflow to the adjacent City ditches may be permitted (and are recommended, where these are possible) in order to provide some measure of control over such overflows in the case of failure of on-site facilities. "Emergency" overflow use is restricted to only flows beyond the critical (worst-case) 100 year storm event. The Overflow Flood Path route must be indentified.

The on-site detention/infiltration facilities must be designed to handle runoff rates and volumes from an appropriately selected critical (worst-case) 100 year storm in a safe and reliable manner, over a reasonable long-term maintenance/overhaul period of such facilities (e.g. 20 to 40 year). Maintenance, inspection, and overhaul requirements should be minimized for the future owners. The design infiltration/exfiltration percolation rate must be reasonably conservative based on the anticipated accumulation of silt, dirt and debris at the end of the projected life of such facilities (i.e. prior to necessary overhaul/replacement). This must correspond to the operation, inspection, and maintenance guidelines recommended to be prepared for the site.

~~Safe and reliable detention areas must be selected and designed in accordance with good engineering practice (e.g. designated detention pits, or if utilizing parking lots or lawn areas, maximum depths such as 0.3 metres calculated and designed), and the detained runoff exfiltrated into soils manifesting high percolation rates via reliable facilities that are located in areas with reduced costs to excavate and replace in the future (e.g. not in asphalt areas or near buildings).~~

As the retention of the designed and constructed systems is considered necessary for flood risk management, it will be expected that a covenant will be registered on title that will prohibit future owners from altering them without due process. As with any other servicing-related legal encumbrance (e.g. easements), this must be noted on the drawings.

All required work must be designed and constructed at the owner's cost.

Collection and disposal of lot runoff must be independent of other lots where possible.

The pre-design submission included with this application indicates a proposal to utilize a conventional storm drainage system onsite with an on-site detention pond to handle the 100 year storm event. Since there are no conventional drainage systems to connect to, the pre-design proposes to handle major storm overflows by way of a "rock-pit" on the neighbouring property, which is in the floodplain. A letter of understanding has been received that indicates the

neighbouring property owner will give this development an easement upon which to build the rock pit.

However, it is recognised that at this Pre-Design stage, this assertion is typically based on preliminary information and assumptions. Therefore, the Engineer-of-Record must provide final confirmation of this capacity (or design any required upgrades to achieve capacity) with the full Design Submission.

We provide the following additional comments and recommendations:

- (a) The detailed submission must include all required calculations and information that indicates that the on-site systems are designed to handle runoff rates and volumes from the critical (worst-case) 100 year return period storm event, and that Minimum Building Elevations (MBE's) are set above the Hydraulic Grade Lines and detention levels.
- (b) The Storm Water Management Plan and proposal must include all information to clarify, detail, and support the means to achieve required objectives. Such information includes (but is not limited to) full detention calculations, areas and maximum depths; measured percolation rates and their locations; design percolation rate(s); relationship of percolation to the rational method calculations; proposed elevations at all changes in slopes; MBE's; lot grade slope directions and magnitudes; etc.
- (c) Safe detention facilities that are reliable over a long-term period must be selected, and their volumes must meet the requirements of the critical storm events. Such reliability is established when the detention facilities can be easily inspected in order to verify that the designed detention volumes is present, and when they are easily cleaned. Parking lots, ditches, roof-tops designed for such purpose, and ~~larger sub-surface chambers and pipes with appropriate accesses are therefore~~ appropriate, whereas voids in drain rock are, for example, not considered appropriate for such permanent, long-term detention use and volume.
- (d) Devices that restrict such connections to emergency-only use at the property line must be detailed, including the overland route to the proposed rock-pit easement location.
- (e) As exfiltration systems will require cleaning and/or replacement to ensure the design rates are maintained, these must be located in areas that are least costly to access and excavate (e.g. inexpensive landscaped areas, but not under paved areas). From the pre-design submission, this appears to be the case, as open "trenches" (ditches) are proposed.
- (f) To maximize the longevity of exfiltration systems, inlets collecting surface runoff must include basins for heavier debris and hoods over outlet pipes to intercept floating debris. It must be recognized that such simple interception devices are not expected to intercept all material that may be contained in runoff (including silt and debris that neither floats nor quickly sinks, especially during increased flow conditions when they are in suspension).

3. Traffic / Access Considerations

A Traffic Impact Study, prepared by Boulevard Transportation Group, has been included with this application.

The study advises that the City's current transportation network can appropriately support the proposed development, and the only recommendation identified is to convert the Tuan Rd / Hwy 19A intersection (20m east of the Resort Way signalised intersection) into a right-in / right-out only intersection.

With this modification, north / west bound traffic from the site and adjacent lands would be diverted to the Franklyn's Gull Way / Hwy 19A intersection. This intersection, which is signalized, has enough capacity to handle the development traffic, re-routed traffic and future traffic growth, up to the 2017 horizon year.

We provide the following additional comments and recommendations:

- (a) The current I-1 (Industrial) zoning specifies that the roads must conform to "Industrial" Road Cross-Section depicted in Standard Drawing No. RC7, which includes streetlights but not sidewalks. Given the proposed re-zoning to a residential type development it would be logical to apply a more relevant standard road cross-section such as an "Urban Local" (RC1) or "Resort Collector" (RC3), both have sidewalk or trail allowances. The "Resort Collector" standard road cross-section is slightly more relevant due to the depiction of drainage ditches as no formal storm drainage system exists in this area. The development is also relatively close to the Resort Area and could be considered a connection or link to the recreational area to the south of Hwy 19A (Top Bridge Regional Park) and therefore would have some consistency in design.
- (b) ~~Some concern was brought up by the applicant regarding the City's works and services requirements to fully develop the extension of Grieg Road to the southern limits. The existing linear park and pathway system in the Grieg Road ROW was requested / recommended, by the developer, to be preserved. As the E&N Rail property to the south prevents any further extension / development of Grieg Road and the neighbouring property owner is also in agreement, this request seems reasonable and logical.~~

4. Standard Works and Services Required for Subdivision and/or Building Permit

Prior to the issuance of Building Permits or Subdivisions [and preferably prior to the issuance of Development Permits, to ensure proper coordination (and avoid conflicts) between servicing and non-servicing works], where works and services do not exist or where existing works and services do not meet current standards these must be designed and constructed to City standards and specifications along existing road right-of-way frontages to the ultimate centre of the right-of-way, and within proposed new road right-of-ways. "Works and services" include, but are not limited to, asphalt roads, curbs, sidewalks, grassed boulevards street trees, irrigation, street lighting, water works, sanitary sewers, storm drainage, lot service connections, electrical, telephone, cable TV, gas, etc.

The frontages and their corresponding works and services standards that would be applicable to this property at the subdivision or building permit stages are noted in the following:

All works and services on the Tuan Road extension, on the south half of the road, would conform to the "Resort Collector" Road cross-section depicted in Standard Drawing RC3.

As noted above, these "frontage" works and services are required by bylaw at the later processes of subdivision and/or building permit. However, if any other construction is required within these frontages at this (rezoning) stage, for example to provide sufficient capacity, it may be considered appropriate to have some or all of these works and services constructed at the same time. As noted in Item (2) above, storm drainage capacity is yet to be confirmed. Therefore, determination of whether any of other standard frontage works and services will be required for this application will be made after the required Stormwater Management Plan has been received.

6. **Service Connections** – *One service connection for each of water, sanitary sewer, and storm sewer services must be provided to the subject property prior to subdivision or issuance of building permits, and preferably prior to the issuance of development permits to ensure proper coordination with elements of the development permit.*
7. **Private Servicing Works**
8. **Electrical, Telephone, Cable TV, and Natural Gas** – *The Engineer-of-Record must communicate with B.C. Hydro, Telus, Shaw Cable and Terasen Gas to obtain final designs for new servicing and/or relocation of existing works. Note that all new hydro/telephone/cable works (including along the frontages and services to the property) must be via underground facilities (not overhead), subject to acceptance by the respective utilities.*
9. **Environmental** – *Any environmental issues related to this development must be addressed to the satisfaction of all applicable authorities.*
10. **Coordination With Other Agencies** – *The engineer must refer his/her design to any applicable agencies for comments, requirements, and coordination with their facilities (i.e. D.F.O., Ministry of Environment, RDN Transit, Canada Post).*
11. **Statutory Right of Ways and Private Easements**

Locating services within easements (City Statutory Right-of-Ways, or Private Easements) must be avoided where possible, as they make maintenance and repair difficult and costly, result in some duplication of services, and are not desirable to the owners of the land on which they are registered. Some combination of raising MBE's, lowering standard mains within fronting roads, filling lots, alternative subdivision/servicing design, and locating such services within public walkways where appropriate, may be applied to avoid the need for these.

Where they are absolutely necessary, consideration must be given to the following:

- *The function of the works within them must be minimized. City Statutory SRW's should typically only be used, where necessary, to convey flows from one block to another (i.e. via pipes only, through only 1 or 2 lots). Manholes and property*

service connections must not be located within the easement itself, where alternatives exist.

- *Each private easement may only be for the use of (i.e. "in favour of") one single lot. Multiple lot ownership of services through other lots is not appropriate, due to the lack of clearly defined cost sharing responsibilities.*
- *Paved accesses, designed to support vehicles, must be provided to primary City devices requiring periodic (e.g. annual) maintenance, such as manholes and inlet/outlet storm sewer structures that must be located within the easement. Further details regarding the City's maintenance vehicle requirements (e.g. size, weight, sewer flushing reach and other limitations, etc.) may be obtained from this department. Barriers to restrict public access must be incorporated into the design as necessary.*

We provide the following additional comments and recommendations:

- (a) The Engineer-of-Record has provided a letter of understanding from the neighbouring property owner, 1465 Grieg Road, in which permission is granted for a right-of-way for the sanitary sewer system to connect to existing City sanitary sewer main. The permission extends to allowing for the construction of a rock pit for the purpose of catching "Emergency" storm drainage overflow (beyond the critical 100 year storm event) from the site.

B. General Comments

The following are comments that generally apply to all development applications.

1. *All required works and services must be identified, designed, drafted, inspected, and certified complete by a qualified Professional Engineer in accordance with the current City of Parksville Engineering Standards and Specifications, all applicable bylaws, and good engineering practice. This Professional Engineer is the "Engineer-of-Record" for the development. The Engineer-of-Record must possess Errors & Omissions Insurance in the amount of \$500,000 per claim and ensure that the contractual mandate with the Owner will permit the Engineer-of-Record to provide the required level of construction inspection and prepare "As-Constructed" record drawings.*

The current City of Parksville Engineering Standards and Specifications manual forms Appendix "I" of the "City of Parksville Subdivision Servicing Bylaw, 1996, No. 1261", and incorporates all subsequent amendments to this bylaw to date. Design submissions must conform to the requirements of this manual (including the Pre-Design Submission, and full Design Submission package requirements noted in Section 2.0 of the manual).

City of Parksville bylaws applicable to the servicing aspects of developments include (but are not limited to):

- a) *City of Parksville Subdivision Servicing Bylaw*
- b) *Zoning and Development Bylaw*
- c) *Official Community Plan Bylaw*
- d) *Works and Services Bylaw (conditional to Building Permits)*

- e) *Building Bylaw*
- f) *Traffic Bylaw*
- g) *Water Service System Bylaw*
- h) *Sanitary and Storm System Bylaw*

2. *Once all required works and services have been established and their design accepted by the City, a Servicing Agreement between the City of Parksville and the owner will be sent to the owner.*

Prior to (as applicable),

- *for Subdivisions, final Plan approval;*
- *for Building Permits subject to the Works and Services bylaw, issuance of the Building Permit (however, where applicable, it is recommended that these servicing issues be addressed prior to issuance of the Development Permit); or*
- *for Zoning Amendments, Fourth Reading of the Zoning Amendment bylaw;*

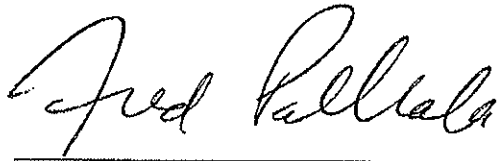
the Servicing Agreement must be signed by the owner and returned to the Planning Department together with the following items that are specified within it:

- a) *Security Deposit for estimated costs* of all required works and services, engineering services, contingencies, and GST.*
- b) *Works and Services Administration Fee, based on the following scale, pursuant to the " Fees and Charges Bylaw, 2004, No. 1390":*

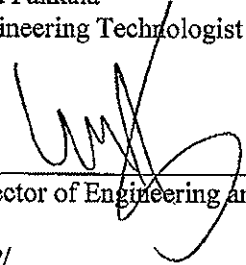
<i>Estimated Cost of Works and Services*</i>	<i>Administration Fee</i>
<i>Up to \$100,000</i>	<i>3% of estimate</i>
<i>on the remaining \$100,001 to \$400,000</i>	<i>2.5%</i>
<i>on the remaining \$400,001 to \$750,000</i>	<i>2.0%</i>
<i>on the remaining \$750,001 and greater</i>	<i>1.5%</i>

** The Security Deposit and the Works and Services Administration Fee (items a and b, above) must be based on the estimated cost of all required works and services prepared by the Engineer-of-Record in accordance with City standards, and must include engineering costs (10%), contingencies (10%), and GST (7%). This estimate is required to be included with the full Design Submission package.*

3. *Once the Servicing Agreement has been executed, a pre-construction meeting will be held with the Engineer-of-Record and the contractor. The City will then consider granting permission to commence construction. Prior to any construction on any City property (including Statutory Right of Ways), the Contractor must apply for a permit from the City. The permit will require proof of a liability insurance policy in the amount of \$2,000,000.00, with the City of Parksville as an additional named insured, covering the construction and maintenance period (usually a minimum of one year after completion of construction), in the name of either the owner or the contractor.*



Fred Pakkala
Engineering Technologist

for 
Director of Engineering and Operations

FRP/
I:\USERS\TECHS\Developments\Rezoning (3360)\2008\02 - Off Tuan Road\Eng Comm ReZoning Off Tuan Road Oct 2009.DOC



**Parksville Volunteer Fire Department
MEMORANDUM**



160 W. Jensen Avenue, P.O. box 1390, Parksville, B.C. V9P2H3 - Ph: (250) 248-3242 Fax: (250) 248-3925

DATE: January 19, 2009
TO: Blaine Russel, Manager of Current Planning
FROM: Marc Norris, Deputy Fire Chief
SUBJECT: OCP & Zoning Amendment Application - "Off Tuan Road"
REFERENCE: Legal: Lot 1, Block 564, Nanoose District, Plan 21736
Civics: "Off of Tuan Road"
Registered Owners: Chew Excavating Ltd., Inc. No. 639771
Applicant: Ventana Projects Inc., Brian Johnston
Planning File: 3360-08-02

The Parksville Volunteer Fire Department has reviewed the site and floor plan(s) as provided with the above-noted zoning amendment application.

The following comments are provided in regards to this application.

A. Comments Specific to this Zoning Amendment Application

1) Access:

(Access issues include, but are not limited to: On and off site access issues including the widths, lengths and turning radius of roadways in relation to firefighting apparatus; the configuration of access points; emergency access requirements; height restrictive elements; accessibility to entries/exits for ingress and egress evacuation; and the 360 accessibility of the exterior of the building for the manoeuvring of firefighting hand-lines and ground ladders.)

Access comments, issues and recommendations are as follow:

- The internal roadway layout appears acceptable as shown.

Any changes to the conceptual plan will require further review. Access must be designed providing for practical use and must meet the minimum provisions of the BC Building and Fire Codes and any standards referenced therein, City of Parksville bylaw and engineering requirements, as well as good engineering practices.

2) Fire Flow Requirements:

(Fire flow issues may include, but are not limited to: The ability of the municipal water system to convey the required fire flows to the site; fire department pumping capacity (the ability of the fire department to pump the amount of water required; and the design of the fire sprinkler system.)

No fire flow calculations have been reviewed by the fire department at this stage. As is normal, the fire department will review these calculations in conjunction with the Engineering Department when the calculations are submitted. Comment will be provided to the engineering department at that time.

3) Impact on Fire Department:

(Issues impacting the fire department may include, but are not limited to: Increased population; increased building stock; the increase in fire inspections and inspection related staff time; the projected increase in emergency calls related to additional alarms, medical aids, etc.; the response requirements for the specific occupancy, i.e. manpower, apparatus, fire loading, evacuation, etc.; any special operations requirements such as high-angle technical rescue, high-rise operations, hazardous materials exposures, etc.; pre-incident planning & fire safety planning; impacts on training requirements; and the requirement for additional equipment.)

The specific impact on the fire department is estimated to be as follows:

- i. Fire Safety Inspections: It is anticipated that this development will add three (3) regular fire & life safety inspection per annum, along with any reinspection(s) or follow-up time as may be necessary.
- ii. Emergency Incidents: A development of this nature is expected to add one (1) or more fire department responses per year.
- iii. Pre-Incident Planning: The development of a Pre-incident plan for the site including fire safety and protection system information, building construction information and hazards specific to the individual occupancy will be required.

In general, current high rates of population and building stock increase continue to add significant pressure to fire department labour, material, training and facility resources.

B. Later Stages

The developer should note that there are a number of items significant to fire safety throughout later stages of the development process. The Fire Department requests and expects that the applicant and/or their agent(s) will consult with the fire department on all fire safety related issues.

Specific items may include, but are not necessarily limited to -

- Demolition and construction fire safety plans;
- Locations of municipal and private fire hydrants;
- Inclusion of Sprinkler and Standpipe systems;
- Locations of fire safety system components such as fire department connections (FDC's), fire alarm & annunciator panel, sprinkler system valves, standpipes & hose valves, etc.;
- Layout and terminology used when assigning names for the labelling and/or programming of fire alarm panels, site & floor plans, and other fire safety appliances, systems or provisions;
- Fire safety and firefighting signage, including site and floor plans;
- Fire safety plan for the completed building;
- Fire smart landscaping;
- Street Naming
- Civic addressing and internal numbering/naming scheme(s): A submission, showing the proposed civic addressing, building identification and unit numbering scheme, is requested.

The fire department notes the following in regards to the current application:

- Fire sprinklers, as per the City of Parksville Building Bylaw, may be required for this development dependant on the size of the modular homes being placed and/or the size & configuration of the site parcels.
- Street naming, both external and internal, requires review.
- Civic addressing and internal numbering requires review.

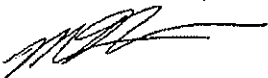
C. Recommendation for a Request that the Developer make a Contribution to the Fire Department

In order to help to offset pressures caused by population and building stock increases, the fire department requests that the developer make a contribution in the amount of \$800 per unit for use by the fire department in areas such as:

- Training programs and/or the development of the fire department training centre;
- The purchase of equipment;
- Public Education;
- Recruiting and retention of volunteer members.

The Fire Department suggests that the per unit contribution be relaxed to \$400 per unit should the developer commit to the installation of fire sprinklers in all structures throughout the project. *(Eight (8) out of ten (10) fire deaths occur in the home; installing both smoke alarms and a fire sprinkler system reduces the risk of death in a home fire by 82%, relative to having neither.)*

Please contact the undersigned with any questions.



MARC NORRIS
Deputy Fire Chief

MN/mhn

cc Doug Banks, Fire Chief
Owen Jonsson, Engineering Technologist

RECEIVED
 SEP 19 2008
 PLANNING
 CITY OF PARKSVILLE

THE SUSTAINABLE COMMUNITY BUILDER CHECKLIST



CITY OF PARKSVILLE

The Sustainable Community Builder Checklist

	Yes	No	Explanation
Environmental Protection and Enhancement Please explain how the development protects and/or enhances the natural environment. For example does your development: <ul style="list-style-type: none"> • conserve, restore, or improve native habitat? • remove invasive species? • involve innovative ways to reduce waste, and protect the air quality? • include an ecological inventory? 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • A WORKED-OUT GRAVEL-MINING PROPERTY HAS BEEN RECYCLED FOR THIS PROJECT. • THE NATURAL ENVIRONMENT HAD BEEN TOTALLY DESTROYED, NOW TO BE REVITALIZED. • THE NATIVE HABITAT IS TO BE RESTORED AND ENHANCED AS A PERIMETER GREEN-BELT. • ALL INVASIVE SPECIES ARE TO BE REMOVED. • A WATER FEATURE IS BEING ADDED, TO ENHANCE AESTHETICS WHILE CONTROLLING THE WATER-TABLE.
Please explain how the development contributes to the more efficient use of energy. For example does your development: <ul style="list-style-type: none"> • use climate sensitive design features (passive solar, minimize the impact of wind, and rain, etc.)? • provide onsite renewable energy generation such as solar energy or geothermal heating? • propose buildings constructed in accordance with LEED, and the accepted green building standards? 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • ALL THE HOMES PROPOSED ARE MANUFACTURED MODULAR HOUSING UNITS, MANUFACTURED IN A STATE-OF-THE-ART FACTORY IN THE INTERIOR, WHERE ENERGY EFFICIENCY IS PARAMOUNT. • ALL BUILDING SCRAP IS RECYCLED, TO AID IN BEING A 'GREEN' PROJECT. • REVISTED SITE PROFILING REDUCES WIND IMPACT TO THE PROPERTY, AND PLANTING OF MANY WATERS TREES CREATES SHADES AND WIND BREAKS, AS WELL AS AMBIANCE.
Please explain how the development facilitates good environmentally friendly practices. For example does your development: <ul style="list-style-type: none"> • provide onsite composting facilities? • provide an area for a community garden? • include a car free zone? • include a car share program? 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • COMPOSTING FACILITY IS POSSIBLE AS THERE IS AMPLE SPACE IN A SUITABLE LOCATION. • EACH LOT HAS A LEVEL USEABLE REAR YARD WHERE ALL RESIDENTS COULD PLANT A GARDEN. THERE IS NO COMMUNAL GARDEN. • RESIDENTS MAY ELECT TO CARPOOL OR CREATE A CAR-SHARE PROGRAM.

	Yes	No	Explanation
<p>Please explain how the development contributes to the more efficient use of water. For example does your development:</p> <ul style="list-style-type: none"> • use drought tolerant plants? • use rocks and other materials in the landscaping design that are not water dependant? • recycle water and wastewater? • provide for zero stormwater run-off? • utilize natural systems for sewage disposal and storm water? • use low flush toilets? 	✓ ✓ ✓ ✓ ✓ ✓		<ul style="list-style-type: none"> • YES, DROUGHT-TOLERANT PLANTING IS INTEGRAL WITH THE LANDSCAPING SPECIFICATIONS EVOLVING. • MUCH USE IS MADE OF ROCKS FOR BOTH AESTHETICS AND PROTECTION OF THE RETENTION/DETENTION POND, WHICH ACTS AS AN ON-SITE RESERVOIR. • RAINWATER IS RETAINED IN THE POND, ENHANCING THIS LANDSCAPE FEATURE. • THE SITE ENGINEERING FOR ZERO RUNOFF IS THE REASON FOR THE POND. ONLY EXTREME WEATHER WOULD CAUSE AN OUTFALL TO THE FLOODPLAIN. • YES: LOW-VOLUME TOILETS AND FLOW-RESTRICTED PLUMBING FIXTURES ARE A PROJECT REQUIREMENT.
<p>Please explain how the development protects, enhances, or minimizes its impact on the local natural environment. For example does your development:</p> <ul style="list-style-type: none"> • provide conservation measures for sensitive lands beyond those mandated by legislation? • cluster the housing to save remaining land from development and disturbance? • protect groundwater from contamination? 	✓ ✓ ✓		<ul style="list-style-type: none"> • REPROFILING THE SITE ELIMINATES POTENTIAL FEAR EROSION OF THE SANDY-GRAVEL SOIL. • SMALL-LOT HOUSING EFFICIENTLY CLUSTERED ALLOWS A PLEASING HOUSING PROJECT WITH GREATLY ENHANCED AREA FOR A GENEROUS PERIMETER GREENBELT, WELL IN EXCESS OF A 5% PARK CONTRIBUTION WOULD OFFER. • THE REGULATIONS PROVIDED WITH THE APPLICATION MAKE IT CLEAR THAT CONTAMINATION IS UNACCEPTABLE.
Community Character and Design			
<p>Does the development proposal provide for a more "complete community" within a designated Village Centre? For example does your development:</p> <ul style="list-style-type: none"> • improve the mix of compatible uses within an area? • provide services, or an amenity in close proximity to a residential area? • provide a variety of housing in close proximity to a public amenity, transit, or commercial area? 	✓ ✓ ✓		<ul style="list-style-type: none"> • THE DEVELOPMENT IS INSTRUMENTAL IN PROVIDING A RESPECTABLE NUMBER OF AFFORDABLE FAMILY HOUSING UNITS WITHIN THE EXISTING INDUSTRIAL PARK AND DESTINATION RESORT AREA OF PARKSVILLE. • THE ON-SITE COMMUNITY CENTRE WITH ITS ASSOCIATED INDOOR AND OUTDOOR RECREATIONAL AND LANDSCAPED AMENITIES SERVES THE NEIGHBOURHOOD WELL. • ALL HOUSING IS MODULAR MANUFACTURED TYPE.
<p>Please explain how the development increased the mix of housing types and options in the community. For example does our development:</p> <ul style="list-style-type: none"> • provide a housing type other than single family dwellings? • include rental housing? • include seniors housing? • include cooperative housing? 	✓	X X X	<ul style="list-style-type: none"> • THE AFFORDABILITY OF FAMILY HOUSING HAS BEEN ADDRESSED, AS A NEIGHBOURHOOD OF SYMPATHETIC YET VARIETAL HOMES. • THE PROJECT IS OPEN TO EVERYONE, NOT AGE RESTRICTED. • THIS IS A SINGLE-FAMILY HOME PROJECT, AND NOT A MULTI-FAMILY DEVELOPMENT.

	Yes	No	Explanation
<p>Please explain how the development makes for a safe place to live. For example does your development:</p> <ul style="list-style-type: none"> • have fire protection, or include fire prevention measures such as removal of dead fall, onsite pumps, etc? • help prevent crime through the site design? • slow traffic through the design of the road? 	<p>✓</p> <p>✓</p> <p>✓</p>		<ul style="list-style-type: none"> • FIRE-SMART DESIGN IS IN PLACE. THERE IS NO DEADFALL OR DRY DEBRIS TO GET IN THE WAY. • FIRE HYDRANTS ARE LOCATED THROUGHOUT THE SITE; ALL ROADS ARE DESIGNED FOR EMERGENCY VEHICLES; ABUNDANT ACCESS INTO THE SITE FOR LIFE-SAFETY ARE PROVIDED. • THE LAYOUT DISCOURAGES CRIME, AND IS READILY ABLE TO OFFER A BLOCK-WATCH PROGRAM.
<p>Please explain how the development facilitates and promotes pedestrian movement. For example does your development:</p> <ul style="list-style-type: none"> • create green spaces or strong connections to adjacent natural features, parks and open spaces? • promote, or improve trails and pedestrian amenities? • link to amenities such as school, beach & trails, grocery store, public transit, etc.? (provide distance & type) 	<p>✓</p> <p>✓</p> <p>✓</p>		<ul style="list-style-type: none"> • THE ROADS HAVE BEEN SPECIFICALLY DESIGNED TO STRONGLY DISCOURAGE SPEEDING TRAFFIC BY USING ISLANDS, CURVES, & MODERATE LENGTHS. • A PERIMETER GREEN BELT WALKING TRAIL IS PROVIDED, WITH INTERNAL WALKWAYS, EMPLOYING OVER 30,000 LINEAR METERS TO STROLL ON SITE. • THE OCEANSIDE BEACHES AND RECREATIONAL ACTIVITIES, THE OPEN-AIR MUSEUM, AND SHOPS, RESTAURANTS, AND GALLERIES ARE WITHIN WALKING DISTANCE, AS ARE TRAILS WITHIN THE ENGLISHMAN RIVER FLOODPLAIN.
<p>Please explain how the development facilitates community social interaction and promotes community values. For example does your development:</p> <ul style="list-style-type: none"> • incorporate community social gathering places? (village square, halls, youth and senior facilities, bulletin board, wharf, or pier) • use colour and public art to add vibrancy and promote community values • preserve heritage features? 	<p>✓</p> <p>✓</p> <p>✓</p>		<ul style="list-style-type: none"> • PROVIDED IS A COMMUNITY CENTRE BUILDING, WHICH ACTS AS A MEETING AND GATHERING PLACE. NOTICES MAY BE POSTED HERE, AND THE FACILITY SUPPORTS A VARIETY OF USES, INCLUDING DAYCARE WITH AN ADVENTURE PLAY AREA, PATIOS, & SUPPORT AMENITIES. • RESIDENTS WILL BE ENCOURAGED TO PARTICIPATE IN EVENTS AND ACTIVITIES THAT CAN INCLUDE BANNERS FOR THE LIGHTING ALONG THE STREETS. • THERE ARE NO HERITAGE FEATURES TO PRESERVE.
<p>Economic Development</p> <p>Does the development proposal infill an existing developed area, as opposed to opening up a new area to development? For example does your development:</p> <ul style="list-style-type: none"> • fill in pre-existing vacant parcels of land? • utilize pre-existing roads and services? • revitalize a previously contaminated area? 	<p>✓</p> <p>✓</p> <p>✓</p>		<ul style="list-style-type: none"> • YES. AN EXISTING UNUSED INDUSTRIAL SITE IS BEING INFILLED WITH AFFORDABLE FAMILY HOUSING. THE PROPERTY IS VACANT NOW. • YES, EXISTING ROADS AND ROAD RIGHT-OF-WAYS ARE USED, AND GREATLY ENHANCED. • YES. CONTAMINATED MATERIAL DUMPED LONG AGO INTO THE SITE IS TO BE TOTALLY REMOVED AND THE LAND REMEDIATED.

	Yes	No	Explanation
Please explain how the development strengthens the local economy. For example, does your development: <ul style="list-style-type: none"> • create permanent employment opportunities? • promote diversification of the local economy via business type and size appropriate for the area? • increase community opportunities for training, education, entertainment, or recreation? • use local materials and labour? • improve opportunities for new and existing businesses? 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		<ul style="list-style-type: none"> • PERMANENT EMPLOYMENT WAS NOT OUR OBJECTIVE, BUT PROVIDING AFFORDABLE PERMANENT HOMES FOR WORKING FAMILIES IN PARKSVILLE IS. THE PROJECT IS WELL LOCATED IN THE HEART OF THE INDUSTRIAL AND RESORT AREA, LITERALLY WALKING DISTANCE TO JOBS IN THE AREA. • LOCAL MATERIALS & LABOUR WILL BE USED TO BUILD ALL ANCILLARY STRUCTURES, AND ALL THE LANDSCAPING, AS WELL AS FOR THE DEVELOPMENT AND SERVICING OF THE PROPERTY. • MORE RESIDENTS IN THIS AREA CREATES MORE BUSINESS OPPORTUNITIES, AND ENHANCES TRADE VOLUME.
Please explain if there is something unique or innovative about your project that has not been addressed?			<ul style="list-style-type: none"> • THIS IS A VERY ENVIRONMENTALLY AWARE DEVELOPMENT, CATERING TO AN UNREALIZED DEMAND FOR AMPLE NUMBER OF AFFORDABLE HOMES FOR FAMILIES LIVING AND WORKING IN THE PARKSVILLE COMMUNITY. • THE PROJECT HELPS FILL A NICHE, ASSISTING IN KEEPING PARKSVILLE A SUSTAINABLE COMMUNITY.
Total Number of "Yes"	39/44		
SCORE	88.6%		

Disclaimer: Please note that Staff is relying on the information provided by the applicant to complete the sustainability checklist analysis. The City of Parksville does not guarantee that development will occur in this matter.



Setter
and associates

There are a lot of great
Real Estate Agents
between Nanoose
and Deep Bay.

Why not hire
a TEAM of them?

Our goal is simple....
to help you reach yours!

Direct local & toll free lines
250.951.4078 or 1.877.752.6089
setterandassociates@shawcable.com
www.setterandassociates.com

May 7, 2009

Brian Johnston
Ventana Projects Inc
453 Head St.
Victoria, BC
V9A 5S1

Re: Tuan Rd Project

Dear Brian,

Thank you for the opportunity to respond to your question in regards to the current zoning and or potential rezoning of the above mentioned property.

These are my thoughts: Currently there are four parcels of vacant land for sale in the Industrial Park. The number of days on the market range from, one at 143 days, two at 295 days and another at 405 days. I also have the remaining unit in a strata site listed. The biggest objection most buyers are having with the site, and the area in general, is the lack of highway exposure and road frontage. Alternate sites offer much better exposure.

Tuan Rd in my view is inferior to the upper part of the existing Industrial Park, not only for the above mentioned reasons, but also because the access is restrictive. To consider increasing the zoning for heavier industrial use would be environmentally hazardous, especially during the winter months when the water table is significantly higher along the river and it's lower elevation (quite evident to the dog walkers, and bird watchers with all the ponding and pooling).

Your planed extension of the Parksville residential area to this end of town is not only great for the local businesses in this area, but also offers the much needed affordable living to the community.

Should you have any further questions or requests please feel free to call.

Sincerely,

Dawn Setter
RE/MAX First Realty

250.248.1071



RE/MAX
First Realty

Committed to Results...
a enthusiastic a focused a proven



Each Office Independently Owned and Operated

1.888.243.1071

#21 - 826 West Island Highway, Parksville - at Wembley Mall

www.remax-firstrealty.ca

RECEIVED

MAY 11 2009

PLANNING
CITY OF PARKSVILLE

VENTANA PROJECTS INC.

May 11, 2009

CITY OF PARKSVILLE
Planning Dept.
Vernon St.
Parkville, BC

ATTN: Blaine Russell, Planning Manager

SUBJECT: Tuan Road Modular Project


Dear Mr. Russell:

As requested, please find enclosed, the Demonstrable Community Benefits.

We believe it is evident from our document, which has involved a lot of coordination with the various departments of the City of Parkville, that a number of very worthwhile community benefits can be realized through this development.

It is our hope that your department will agree, and support our endeavor.

Best regards,



Brian Johnston,
CEO/Ventana Projects Inc./
Chew Excavating Ltd.

Demonstrable Community Benefits:

The proposed MH-2 (new zoning category) Modular Home subdivision at Tuan and Greig Roads provides Community benefits including, but not limited, to the following:

The site is an unattractive under utilized old gravel-pit that is proposed to be reclaimed, reprofiled, and extensively redeveloped, to create a pleasantly attractive community of attainably affordable homes for working families in Parksville, located near jobs and expanding employment opportunities, the area's resorts, and recreational amenities. The changed use and what it offers, addressing a proven unmet need, is a community benefit.

Provision of a respectable number and interesting mixture of genuinely "affordable housing" sympathetic to the City's criteria for "affordability" addresses the acknowledged demand, and existing shortage of supply, of affordable family housing, both owned and rented. This is a much-needed community benefit.

Dramatic improvement of Tuan Road, and its extension through the subject property with a road dedication to allow its intersection with Greig Road, providing greatly enhanced access to the public trail system, important emergency-vehicle access, streetlighting for safety, and a pleasantly landscaped walkway from Industrial Way all the way to the Southerly terminus of Greig Road, encouraging visitation to the trail system, is a community benefit.

A non age-restricted un-gated working-family oriented attainably affordable residential community adjacent the established trail system, within walking distance of the resorts, and near the Business Park, will be a benefit to many, with jobs and employment opportunities only a short distance away.

The preservation and expansion of a large pond on the property, augmented with a fountain, as an attractive landscape-element for the residents and visitors' enjoyment, is a community benefit. This pond serves additionally as a groundwater supplied rainwater filled reservoir for fire-fighting purposes, beyond the hydrants placed throughout the property. This is both an aesthetics benefit and a life-safety community benefit.

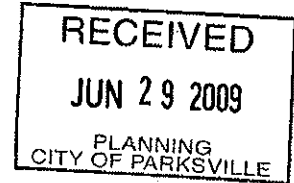
Consideration has been given to the handicapped, with wheelchair access managed to every home, all being on crawl-space foundations just a few inches above finished grade. This is a benefit to those requiring ease of access to a home, whether owned, rented, or just being visited.

The Building Scheme & Design Guideline ensures tasteful architectural continuity and character are to exist comfortably throughout, being a distinct community benefit.

All the proposed homes will have a garage, to eliminate vehicular and visual clutter. Every driveway can accommodate visiting cars. No concession has been made in the interests of further economy by allowing resident cars, cycles, waste containers, and more to be exposed.. This is a genuine aesthetics benefit to the community.

Rather than construct Greig Road to its southern extremity, as is the current City requirement, it is proposed to respect and appreciate the mature forest found there instead, with its long-ago established hiking trail that connects to the park trail system. The preservation of this obviously appreciated and enjoyed forest is seen as far preferable to the unnecessary road extension that would destroy it. Preservation of this forest is a community benefit.

**VENTANA
PROJECTS**



June 29th, 2009

City of Parksville
PO Box 1390, 100 Jensen Avenue,
Parksville, B.C. V9P 2H3

Attention: Blaine Russell,
Manager of Community Planning

Subject:

Proposed RIVER GLEN modular home subdivision on Lot 1, Block 564, Nanoose District, Plan 21736 (off Tuan Road) tour file Number: 3360-08-02

Dear sir,

This letter serves to advise that Chew Excavating Ltd, the Owner/Developer of the subject property, will enter into a Housing Agreement with the City of Parksville to ensure the provision of not less than forty (40) affordable rental housing units able to be rented or leased to qualified parties in accordance with the City of Parksville's criteria for Affordable Housing.

The Housing Agreement registered on title will be succeeded by registration on subsequently subdivided portions of the property in due course, perpetuating homeowners' provision of not less than forty (40) mandatory rental suites or carriage-houses on lots of 560 square metres or more in area, this being at least thirty percent (30%) of the lots. Rental agreements between homeowners and tenants will be provided to the City of Parksville by individual homeowners.

Owners of lots between 420 and 559 square metres in area, will, at the homeowner's option, be able to provide additional secondary suites on the open market on a further thirty percent (30 %) of the subdivided lots.

The Housing Agreement is for a twenty-four year term, with extensions thereafter at the option of homeowners. Rates will be reviewed annually, but adjusted every three years, in accordance with the term of typical leases.

VPI

PAGE

56

Prior to occupancy of a rented or leased dwelling unit, qualified parties will have verified the annual gross income of all members of their household for the two previous years, and be in compliance with the City of Parksville's criteria for affordable housing eligibility at the time of their occupancy of the specific unit.

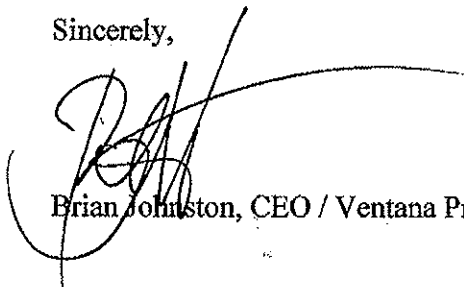
A replacement tenant must be qualified as eligible for affordable housing and be approved under the same criteria as the prior tenant, verified in writing by the Homeowner to the City.

The Residential Tenancy Act governs in conjunction with the City's criteria. Rental rate increases shall comply with the lesser of the limit determined under the Residential Tenancy Act, or four percent (4%) per annum.

We trust the above assurances serve to show that Chew Excavating Ltd is committed to providing a community of tasteful attainably affordable modular homes for the enjoyment of the all the residents, whether owing or renting their dwelling.

It is proposed that this letter form the basis for the Housing Agreement between the Owner/Developer, Chew Excavating Ltd, and the City of Parksville, to follow in due course.

Sincerely,



Brian Johnston, CEO / Ventana Projects Inc. *per: Chew Excavating Ltd.*

VENTANA PROJECTS INC.

453 Head St., Victoria, B.C. Canada, V9A 5S1 phone: (250) 294-6890 e-mail: bhjohnston@shaw.ca

PAGE

57

RECEIVED
MAY 11 2009
PLANNING
CITY OF PARKSVILLE

VENTANA PROJECTS INC.

May 11, 2009

CITY OF PARKSVILLE
Planning Dept.
Vernon St.
Parkville, BC

ATTN: Blaine Russell, Planning Manager

SUBJECT: Tuan Road Modular Project

Dear Mr. Russell:

Further to the documentation being delivered, enclosed, is our Project Description and Explanation.

This item further explains some of the benefits provided by this project,, while elaborating on the three lot sizes proposed as well as how the additional rental housing is to be achieved.

From previous discussions with you, and our review of the City's Zoning Bylaws, whereby a provision by a developer of 30% of a projects units being intended specifically as affordable, you will observe that we exceed that goal with our proposed mandatory number of carriage houses, and furthermore, many additional lot owners, with their optional secondary rental suites can potentially expand the rental pool to as much as 70% of the units within the overall development.

As is demonstrated, this is an attainably affordable residential community with a high percentage of affordable accommodations in compliance with the City of Parkville's affordability criteria, and Housing Agreement to be in place on all the carriage home lots.

Best regards,



Brian Johnston
CEO/Ventana Projects Inc./Chew Excavating Ltd.

453 Head Street Victoria, British Columbia Canada V9A 5S1 bjohnston@shaw.ca 250-294-6890

PAGE

58

PROJECT DESCRIPTION & EXPLANATION

The sense-of-arrival into the proposed subdivision starts at the intersection of Tuan Road and Industrial Way. Tuan Road would be dramatically upgraded to municipal engineering standards, and be pleasantly landscaped in accordance, as the introduction to the development. At present, Tuan Road extends in only a short distance beyond its intersection with Industrial Way, and is inferior in all respects. This road will be considerably extended and improved, all the way down to a new intersection with Greig Road, which requires a road dedication from the Developer to achieve. Tuan Road will be reprofiled, widened, paved, equipped with streetlights for public safety, and have a walkway along its entire south side, connecting Industrial Way to Greig Road, and the existing main entrance into the Park Trail system that commences at that location.

Greig Road is also to be developed along most of its length, as a paved road with a walkway and streetlighting too, although we are proposing that the existing well-used and much appreciated natural mature forest situated toward the South terminus of the road allowance be preserved intact as a continuing part of the existing trail system, and not be developed as extended roadworks, as is required in the City's engineering standards.

There are three entrances into the proposed subdivision, the first being on Tuan Road with another around the corner and partway along Greig Road to the South, with the third farther along at the proposed shortened terminus of Greig Road, the shortening of the road needed to keep intact the mature forest located there, for the continued use by the many hikers, joggers, and dog-walkers observed that appreciate this forest and its long-ago established trail.

It will be noted that we have not shown any parking at the end of the traffic circle at the terminus of Greig Road, in spite of recognizing the existing use by the public of the hiking trail through the forest beyond the proposed road terminus. That is because we cannot be seen to be promoting or encouraging trespass from the present trail into the E & N Railroad right-of-way at the end of the road allowance. This trail has over time become an extension of the existing park Trail system, though it is on private property and may not have approval for public access and trespass from the railroad.

The subdivision is proposed under a newly-drafted Modular Home Subdivision Zoning Bylaw, referred to as MH-2. Within this bylaw, intended to provide most efficiently for a relatively large rental housing component within an attainably-affordable subdivision of detached single family homes, we propose developing lots in three size categories, as follows:

a) - The largest lots, being not less than 560 square metres in gross site area, are parallel RS-1 in their requirements, which includes permitting a Carriage-house or a Secondary Suite. Under RS-1 such additional accommodation is permitted at the option of a homeowner, whereas in MH-2 it is to be a compulsory requirement.

Under the proposed MH-2 zoning, a rental Carriage-house or alternative rental Secondary Suite is a mandatory requirement. This is expected to promptly bring a sizable component of affordable rental housing into the available Parksville housing inventory, in compliance with the intent of the City's existing criteria for affordability.

Owners of all the largest lots in the subdivision will be required to construct and offer affordable rental housing units as a second legal dwelling on their property, under a Housing Agreement with the City to be registered on title.

b) - The median-sized lots are between 410 and 559 square meters in area, each of which has the ability, at a homeowner's option, to offer a rental Secondary Suite, but not a Carriage-house.

c) - The smallest of the lots start at 350 square metres, and vary in size up to 409 square metres. None of these are eligible for either a Secondary Suite or a Carriage-house, but their compact size makes them attainably affordable while being an ideal size for a modest home and garage.

All the homes will be required to provide at least one garage space per dwelling plus at least one additional parking space upon the driveway, as the minimum acceptable.

The layout presented shows a total of 131 individual strata-titled lots. Of these, forty, or 30.53% are the largest type, each having either a rental Carriage-house or Secondary Suite to be registered with the City. These forty lots will provide an additional forty affordable rental housing units. The ability for these homeowners to collect long-term rental income from their property assists them greatly with the family income required to qualify for and obtain an affordable mortgage. These homes are therefore attainably affordable, while their legal secondary dwelling units are affordable rental housing.

Further, there are fifty-two, or 39.69% of the median sized lots shown, capable of offering a rental Secondary Suite at their owner's option. There is the potential of providing as many as another fifty-two rental suites, to be developed by owners, at their option, into the rental housing demand that may exist at any time.

In addition, there are another 39 of the smallest lots, without the potential of offering any further rental housing. These are the least housing investment in the subdivision, and by their small size, the most affordable lots. Homes upon these lots are all attainably affordable.

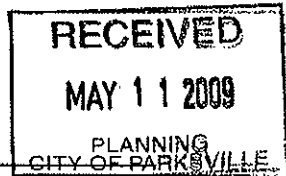
From the above, it is seen that there will be no fewer expected than the 131 primary homes plus the mandatory 40 Carriage-houses, for a minimum compliment of 171 dwellings, of which slightly over thirty percent are affordably rentable homes.

The maximum number of dwellings possible within the proposed subdivision consists of the 131 primary dwellings; the required 40 carriage-houses on pertinent lots, plus as many as 52 secondary suites, representing possibly 223 legal dwellings, which, if developed to the maximum possible, would provide a rental housing compliment of 70% of the number of lots within the subdivision.

These housing units are all situated in a pleasant valley in close proximity to the many jobs and employment opportunities within the established and expanding Resort area and the clean Light Industrial park nearby, both within walking distance. The proximity of this amount of affordable housing within a short distance from employment opportunities assists greatly in sustaining the long-term vitality and livability of the City of Parksville, putting people conveniently close to their jobs, reducing dependence on automobiles.

There is no transit connection to the area at present, but it is believed that the additional demand from a development such as this would probably justify an extension of that service, making access to the Industrial Park that much simpler and more affordable for many other workers living in Parksville.

Sincerely,
Ventana Projects Inc, *per Chew Contracting Ltd.*



VENTANA PROJECTS INC.

May 11, 2009

CITY OF PARKSVILLE
Planning Dept.
Vernon St.
Parkville, BC

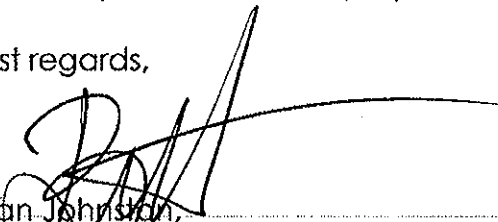
ATTN: Blaine Russell, Planning Manager

SUBJECT: Tuan Road Modular Project

Dear Mr. Russell:

Please see the attached Rationale Document, dated March 10, 2009, in further explanation of our proposed development.

Best regards,



Brian Johnston,
CEO/Ventana Projects Inc./
Chew Excavating Ltd.

March 10th, 2009

Attention: Blaine Russell, Planning Manager

Re: proposed Chew Construction Ltd Modular Home Subdivision on Tuan Road,

PROJECT RATIONALE

The subject property, representing somewhat over 8 hectares in gross site area, has been a vacant worked-out gravel mining operation for decades, rendering it both unattractive and under-utilized.

There has been no further viable use identified for this property, and although designated Industrial, it is far from ideal for a light clean industrial use, being situated in a low-lying area well below other industrial properties nearby, with no visibility or highway presence.

Tuan Road, accessing the property, is a minimum-standard gravel right-of-way with a relatively steep single lane grade down to where it abuts the property. The adjacent land on Tuan Road is the old Parksville dumpsite that continues to be used by the City for limited parallel purposes. There is no immediate highway access to the property, no railroad access, and zero highway visibility, rendering the property marginal at best for clean light-industrial usage.

The site might have a viable *heavy* industrial use, but such would be counter-productive to the objectives of the City and problematical for residents relatively nearby that would assuredly be negatively impacted by noise, and more, of an offensive nature. There is no need or latent demand for a sawmill, a metal foundry, a steel fabrication plant, an auto-wrecking and scrap salvage yard, or a recycling plant, in the area.

However:

The site is quiet, secluded, away from highway and industrial noise, pleasantly rural in character, close to the Englishman River and enjoyed City-created hiking trails through adjacent forested lands, and well above floodplain elevation. The property is situated viably for a higher-and-better use than as Light Industrial, for which it is not well suited.

The proposal is to amend the Official Community Plan and rezone the property to the (in draft) MH-2 Zone, to allow a modular-housing subdivision capable of providing *attainably affordable* single-family homes offering a generous percentage of *rental* secondary-suites and carriagehouses. The property is conveniently located at the very edge of the existing and expanding Light Industrial Park and the Oceanside Resorts with their associated services, amenities, and employment opportunities.

This development would provide attainably affordable housing for working families in Parksville, and provide a high percentage of additional affordable rental accommodation, within literally walking distance of many current jobs and expanding employment opportunities nearby, assisting Parksville in remaining a sustainable community.

We hope this application will meet with your expectations, and proceed through the approvals process, to deliver of an affordable housing development for working families employed in the Parksville area. That is the objective of our proposal.

Sincerely,
Brian Johnston, CEO / Ventana Projects Inc. *per Chew Construction Ltd.*

VENTANA PROJECTS INC.
453 Head Street., Victoria, B.C. Canada V9A 5S1 phone: (250) 294-6890 e-mail: bhjohnston@shaw.ca

COMMITTEE OF THE WHOLE REPORT

AGENDA
COMMITTEE
NOV 02 2009
DATE

October 20, 2009

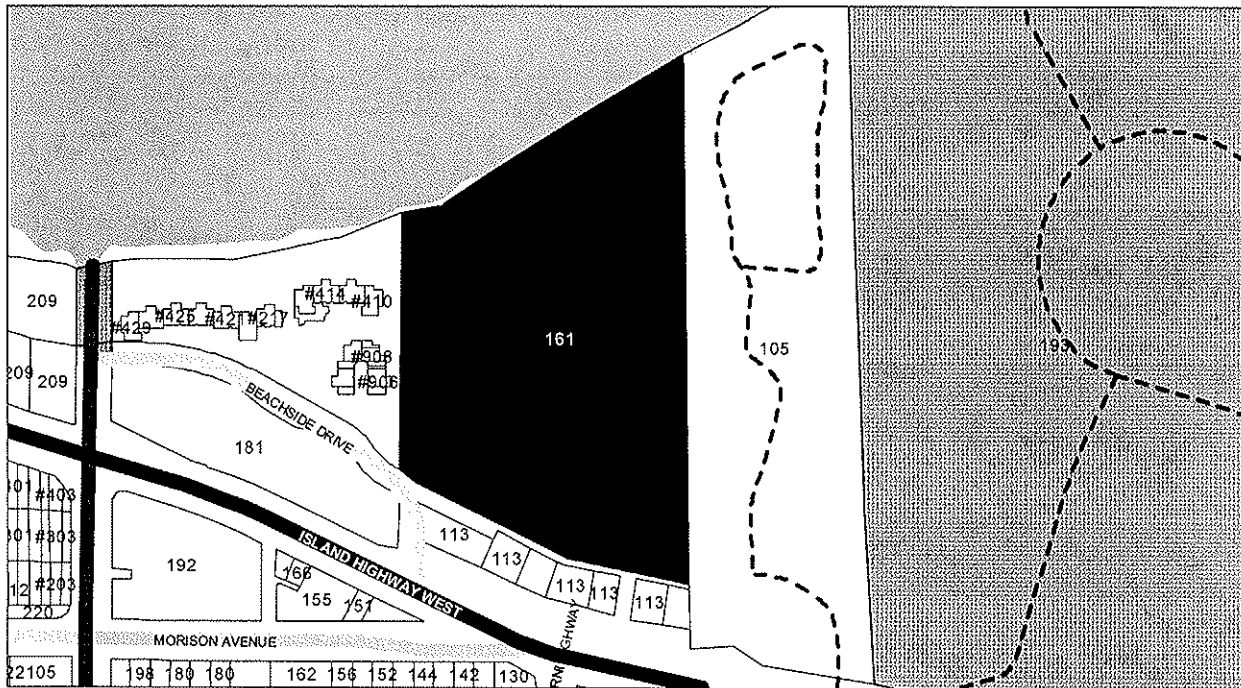
REPORT TO: F. C. MANSON, C.G.A., CHIEF ADMINISTRATIVE OFFICER

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

SUBJECT: CONSIDERATION OF ZONING AMENDMENT APPLICATION ON LOT 1,
DISTRICT LOT 89, NANOOSE DISTRICT, PLAN VIP78996 (161 ISLAND
HIGHWAY WEST)
REGISTERED OWNER: PARKSVILLE BEACH DEVELOPMENT INC., INC.
NO. 683777
APPLICANT: THE FOCUS CORPORATION LTD.
PLANNING FILE: 3360-09-02

Issue:

Consideration of zoning amendment application under Section 4.10.1.2.3. of the Official Community Plan



Executive Summary:

The City has received a zoning amendment application from The Focus Corporation on behalf of Parksville Beach Development Inc., Inc. No. 683777 to amend the Official Community Plan from mixed waterfront commercial to multifamily residential and rezone the property from Tourist Commercial (CS-2) to High Density Residential (RS-3) to permit a permanent multifamily residential development comprised of 123 multifamily units in eight, three storey buildings.

**CONSIDERATION OF ZONING AMENDMENT
APPLICATION UNDER SECTION 4.10.1.2.3 OF
THE OFFICIAL COMMUNITY PLAN**

References:

August 12, 2009 letter from The Focus Corporation Ltd.
Council Resolution #06-304 and related December 6, 2006 background report
Zeidler plans for proposed development

Background:

The City's Official Community Plan contains the following policy:

"4.10.1.2.3 Development proposals which necessitate rezoning and where all applicable policies are not met, or intended to be met by the applicant, will be directed to Council, for immediate deliberation, rather than be subject to full staff review."

An application for rezoning has been received from the Focus Corporation on behalf of the owner of the Parksville Beach Motel. A rezoning from CS-2 Tourist Commercial to RS-3 High Density Residential is being requested. The applicant proposes to construct 123 multifamily units situated in eight separate three storey buildings with underground parking. This triggers the above noted policy in that a change of Official Community Plan designation from Mixed Waterfront Commercial-Residential to Multifamily Residential would be required. Also, policy 4.10.2.1.1 would not be met by the proposal. This policy states:

"Notwithstanding 2.1 the primary type of development encouraged is Tourist Commercial."

Other associated technical policies (such as 4.10.2.1.2, 4.10.2.1.2. (1), 4.10.2.1.4, 4.10.2.1.5) appear not to be met by the proposal.

In addition to the above, the development proposal does not recognize Council's Resolution #06-304 which sets out an access approach to this site and the waterfront area generally. This approach, which involves a road continuation from Alberni Highway, would impact the development proposal by involving some of the site for the road continuation.

"06-304 THAT the report of the Engineering and Public Works Services Committee meeting held November 28, 2006 be received and the following recommendations considered:

1) Beachside Drive Connector

THAT the report from the Director of Engineering, dated December 6, 2006 entitled "Beachside Drive" be received;

AND THAT Staff proceed with the development of Beachside Drive, based on the recommendations and conclusions contained in Appendix II of the December 6, 2006 Director's report, including:

- i) Constructing the facility to the same standard adopted for the Beach Club site;
- ii) Connecting the facility to Highway 19A at the Alberni Highway;
- iii) Connecting the Alberni Highway link to the second floor of the planned Beach Club parkade;

**CONSIDERATION OF ZONING AMENDMENT
APPLICATION UNDER SECTION 4.10.1.2.3 OF
THE OFFICIAL COMMUNITY PLAN**

AND FURTHER THAT staff negotiate with the adjacent waterfront developers to seek a contribution to the funding so as to advance construction timing. CARRIED."

Options:

Council may:

1. Deny the application.
2. Direct Staff to continue processing the application.
3. Table consideration of the application until the Official Community Plan process is underway.
4. Direct Staff to find options for Council to consider to replace Council Resolution #06-304 as part of the Transportation Study.

Analysis:

1. Denial of the application would indicate support of the existing Official Community Plan policies and/or approach to road access for the waterfront properties.

Staff has no option but to recommend denial in that the applicant has indicated that he will not cooperate with the approach set out in Council Resolution #06-304 which would involve his property and impact building placement.

2. A continuation of processing would reflect the view that the existing Official Community Plan may require some updating with respect to the waterfront and possibly other segments of the plan. For example, sustainability considerations are changing perspectives regarding transient population as to their impact on resources and lack of on-going engagement in community matters. In this context, permanent residential offers some benefits over tourist commercial. This however, is a complex topic which also must consider economic impacts.

If processing is continued on the exact basis of the application filed it will mean that the City will need to revisit its plans regarding access to the waterfront properties, as the applicant clearly stated a position on this topic. This will deploy City resources to revisit a matter already addressed. There will likely also be time pressure on this task.

3. Tabling the application until an appropriate point in an Official Community Plan process would permit the topic of permanent waterfront residential to be dealt with on a holistic basis; rather than on an application driven basis. This would not reconcile the access issue.
4. Directing Staff to find options for Council to consider to replace Council Resolution #06-304 as part of an alternate access option to be identified as part of the Transportation Study would make the access options to the site and waterfront area clearer. It would not alter the need to deliberate on the Official Community Plan matter. It would require staff work to identify access options to the waterfront which are an alternative to that set out in Council Resolution #06-304.

**CONSIDERATION OF ZONING AMENDMENT
APPLICATION UNDER SECTION 4.10.1.2.3 OF
THE OFFICIAL COMMUNITY PLAN**

This option has merit if Council supports the concept of continuing processing the application. At this time Staff is under direction to follow Resolution #06-304. The applicant is not willing to participate in this approach as the subject property would be impacted by a loss of some site area. This would affect building placement. There is no apparent way to make progress processing the requested application without addressing this issue. The Transportation Study is anticipated to be complete early in 2010.

Sustainability Implications:

At this juncture an analysis of the overall application is not complete. In general terms the concept of permitting permanent residential use has some merit in terms of resident engagement in the community, provision of housing, and, with respect to the provision of servicing.

Financial Implications:


New development generates new tax revenue. In this case the revenue generated would be at a residential rather than commercial rate.

Staff resources required to process this application will exceed the normal allotment to the extent that the access situation will need to be revisited.

Recommendation:

That the report from the Director of Community Planning dated October 20, 2009 for consideration of the Official Community Plan and zoning amendment application on Lot 1, District Lot 89, Nanoose District, Plan VIP78996 (161 Island Highway West) be received;

And That Council deny the application because it does not facilitate compliance with Council Resolution #06-304.



GAYLE A. JACKSON

GAJ/sh
Attachments

\\Users\Planning\Rezoning\2009\09-02\Agenda\Report-3.

DIRECTOR OF FINANCE COMMENTS:



L. BUTTERWORTH

**CONSIDERATION OF ZONING AMENDMENT
APPLICATION UNDER SECTION 4.10.1.2.3 OF
THE OFFICIAL COMMUNITY PLAN**

MANAGER OF ENGINEERING AND OPERATIONS COMMENTS:

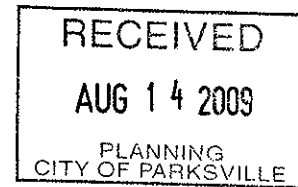
S. Harbottle

M. SQUIRE, A.Sc.T

CHIEF ADMINISTRATIVE OFFICER COMMENTS:

F. Manson

F. MANSON, C.G.A.



August 12, 2009

File No.:011138-200 (02)

City of Parksville
PO Box 1390, 100 E. Jenson Avenue
Parksville, B.C. V9P 2H3

Attention: Gayle Jackson

Dear Ms. Jackson:

RE: THE PARKSVILLE BEACH RESORT – OCP AND REZONING APPLICATIONS

On behalf of the registered owners, Parksville Beach Development Inc., the Focus Corporation is proud to submit the OCP and Rezoning applications for the Parksville Beach Resort site (Lot 1, District Lot 89, Nanoose District, Plan VIP78996) located at 161 Highway 19A in the City of Parksville.

In support of the applications we have included items as identified in the Rezoning Submission Requirements checklist. Six (6) copies of the project overviews, compiling preliminary information on the architecture, landscape architecture, civil engineering, transportation, geotechnical and environmental have been included in one bound report for reasons of clarity.

Also included in the package are the Archaeology Impact Assessment and the Archaeological Excavation Report of Archaeological Site DhSb 2. The findings of this excavation determined that artifact and faunal return was low with only four pre-contact artifacts recovered. Both of these reports were completed by I.R. Wilson Consultants Ltd.

After considerable thought and research the owner is requesting an amendment to the Official Community Plan that would permit the site to be rezoned and occupied by a permanent multi-family residential development. With the upcoming completion of the Beach Club development bordering this site, the market and demand for a similar type of development in this location is not viable for the foreseeable future. The proposed site, which is adjacent to the downtown core, is in close proximity to commercial and retail establishments, municipal servicing, amenities infrastructure and transit and is ideal for permanent residential use.

The existing buildings and infrastructure at the Parksville Beach Resort are at a point that major upgrading and replacement must occur. Revitalization and new private investment into the redevelopment of this prime waterfront property will compliment recent public and private investments in the Downtown and Waterfront Areas as well as change the land use of the property to its highest and best use.

Historical growth rates in Parksville exceed those of the region and the province. This combined with the mild climate and excellent location will continue to attract new residents to the city for years to come. With increasing land values, multi-family projects are providing a more affordable option to residential ownership. The addition of new permanent residents near the

RECEIVED

AUG 14 2009

THE PARKSVILLE BEACH RESORT – OCP AND REZONING APPLICATIONS

August 12, 2009

Page 2

Downtown Core will assist in supporting the area which provides jobs and income for shopkeepers and businesses.

In order to better utilize the site, the owner and architect have developed a plan that includes 123 multi-family units situated in eight separate three storey buildings. The development would follow a phased approach (to be confirmed through the process) with proposed buildings along the western boundary in Phase 1a through Phase 1c followed by the buildings along the eastern boundary in Phase 2a through Phase 2e. Timing of each of the individual sub phases would be driven by economic and market conditions. All residential parking is to be concealed partially underground. Geotechnical constraints of the site and new seismic requirements in the B.C. Building Code have dictated that the owner create a development with minimal excavation. Several sustainable features have been built into the project and can be referenced in the Sustainable Community Builder Checklist.

As a community benefit a 7.0m wide statutory right of way will be provided along the ocean frontage allowing for the future construction of the waterfront walkway across the subject site. The future development of the waterfront walkway will provide an important connection between the waterfront and the downtown core area.

Public pedestrian access and connectivity to the beach will be provided along a sidewalk on the eastern side of the eastern strata driveway. The City of Parksville Public Works vehicles will be able to use either of the two strata driveways to access and maintain any city manholes located on the site. Main vehicular access to the proposed development will be provided by an extension of Beachside Drive to the south of the subject site with a connection to the eastern property line.

Key viewpoints identified in the OCP have been incorporated into the layout of the site. The middle viewpoint is substantial with a distance between the two rows of proposed buildings of approximately 43m. Also a key viewpoint has been preserved along the western property boundary with a width of approximately 27m. Both viewpoints will allow for an unobstructed view of the ocean and distant mountains from the existing road elevation on Highway 19A.

The contemplated land use option is to request the site be redesignated in the OCP from Mixed Waterfront Commercial to Multi-family Residential and rezoned from CS-2 Tourist Commercial to RS-3 High Density Residential with a development variance for building height. The current design of the buildings requires a development variance to allow a building height of 13.0m.

As identified in the OCP, if Council directs the Planning staff to continue processing the applications further civil engineering confirmations will be provided at the appropriate time.

RECEIVED
AUG 14 2009
PLANNING
CITY OF PARKSVILLE

THE PARKSVILLE BEACH RESORT – OCP AND REZONING APPLICATIONS
August 12, 2009
Page 3

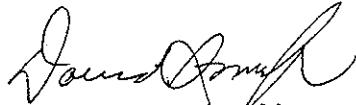
The development team is made up of the following consultants:

Focus Corporation	Planning Process and Civil Engineering
Zeidler Architecture	Architecture and Landscape Architecture
Levelton Consultants Ltd.	Geotechnical Engineering
NovaTrans Engineering Inc.	Transportation Engineering
Toth and Associates	Environment
I.R. Wilson Consultants Ltd.	Archaeology

We look forward to working together again and if you have any questions or require additional information please feel free to contact the undersigned.

Sincerely,

FOCUS CORPORATION



Dave Smith, Project Manager
DS

cc Bernie Walsh, Parksville Beach Development Inc.

Lot 1, District Lot 29, Nanoose District, Plan 18101, except that part in Plan 2023R and Lot 1, District Lot 29, Nanoose District, Plan 18101 [715 and 717 Temple Street]. CARRIED.

c) Engineering and Public Works Services Committee Meeting – November 28, 2006

06-304 THAT the report of the Engineering and Public Works Services Committee meeting held November 28, 2006 be received and the following recommendations considered:

1) Beachside Drive Connector

Johnston - Burger

THAT the report from the Director of Engineering, dated December 6, 2006 entitled "Beachside Drive" be received;

AND THAT Staff proceed with the development of Beachside Drive, based on the recommendations and conclusions contained in Appendix II of the December 6, 2006 Director's report, including:

- i) Constructing the facility to the same standard adopted for the Beach Club site;
- ii) Connecting the facility to Highway 19A at the Alberni Highway;
- iii) Connecting the Alberni Highway link to the second floor of the planned Beach Club parkade;

AND FURTHER THAT staff negotiate with the adjacent waterfront developers to seek a contribution to the funding so as to advance construction timing. CARRIED.

2) Top Bridge Park Crossing Update

Johnston - Powell

THAT the report from the Manager of Operations dated December 5, 2006 entitled "Top Bridge Park Crossing Update" be received for information;

AND THAT staff negotiate an appropriate agreement with the Regional District of Nanaimo to cover the siting, construction, maintenance and any associated liabilities with the proposed Top Bridge Crossing Project. CARRIED.

d) Building Inspector – Summary of Permit Types November 2006

Lefebvre - Johnston

06-305 THAT the Building Inspector's Summary to Permit Type report for November 2006 showing a cumulative year to date value of \$55,084,607.00, be received. CARRIED.

e) Fire Chief – Monthly Incident Report November 2006

Powell - Burger

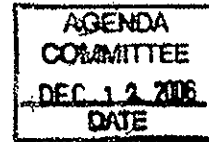
06-306 THAT the Fire Chief's Summary of Incident Type report for November 2006 showing a total of 47 calls, be received. CARRIED.

DATE: December 6, 2006

MEMO TO: FRED MANSON
CHIEF ADMINISTRATIVE OFFICER

MEMO FROM: GARY O'ROURKE
DIRECTOR OF ENGINEERING AND OPERATIONS

SUBJECT: BEACHSIDE DRIVE
OUR FILE NO. 6410-01-TRAN



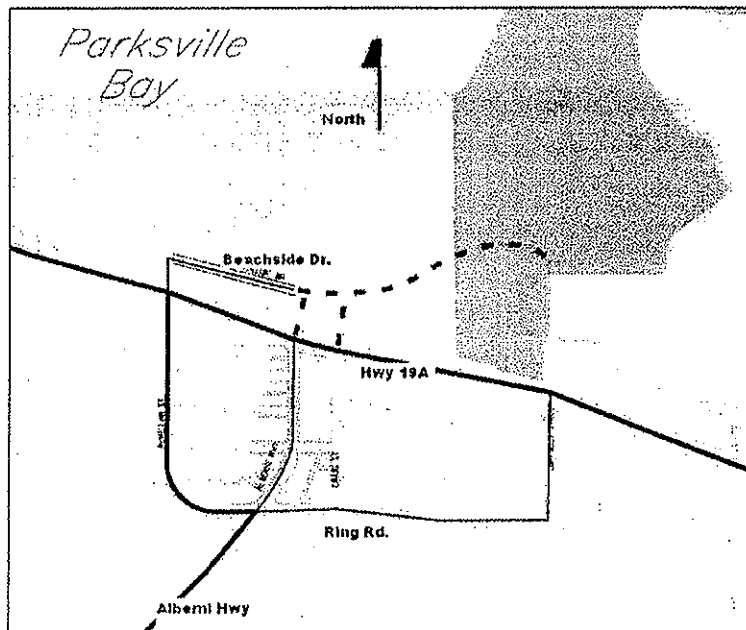
Issue:

Route selection for Beachside Drive and connections to Highway 19A.

Reference:

- Beachside Drive Design Considerations, prepared by Boulevard Transportation Group, dated November 16, 2006.

LOCATION



Background:

Beachside Drive is a new road facility under development north of Highway 19A in the downtown area of the City of Parksville. The need for the facility was initially identified during the planning phases of the Beach Club Development, which is currently under construction. In 2005, staff recommended to Council that this new facility be constructed as a public road rather

than a private facility. This approach provides improved traffic circulation in the downtown/beach area, and more options for access to the developing waterfront properties, as compared to private facilities. For the Beach Club, Council approved a reduced road width and standard from the recommended 'downtown' section, in an effort to meet with some of the requests of the developers of this site. The Parksville Beach Motel has a Development Variance Permit filed for this same purpose.

The owners of the Parksville Beach Motel are currently preparing a submission for a Building Permit application for a new resort development. The related Development Permit has been approved by Council. The possible extension of Beachside Drive eastward from the boundary between the Beach Club and Parksville Beach Motel properties, and related connectivity to Highway 19A, needs to be established to allow finalization of local traffic access issues related to the adjacent properties.

There have been numerous discussions between City staff, the developers of the Beach Club and Parksville Beach Motel Sites and their consulting engineers over the past several years. Although some progress has been made, it has been extremely challenging to develop a design for the new road facility and associated access points to Highway 19A that meets with the approval of all concerned. The situation is made complex due to the scope of the developments that will utilize the road, the fact that traffic flow between the waterfront and downtown is to be facilitated, and given the potential future connection to the Community Park.

Earlier this year staff retained the services of a qualified consultant to prepare a report and make recommendations for future development of the Beachside Drive corridor, with the ultimate intent of bringing the recommendations forward for Council consideration and related decisions. The consultant considered the previous proposals and information provided by the developers of the waterfront site in the analysis of options. The issue is being treated on a technical basis in the interests of all stakeholders. It is unlikely that all stakeholders would unanimously support any single option for this facility.

A brief summary of the Boulevard Transportation report is provided in Appendix I to this report. The Conclusions and Recommendations of the Boulevard Transportation Report are provided in Appendix II.

The recommended Beachside Drive facility requires the use of more than half of the City owned property north of Highway 19A fronting the Parksville Beach Motel site. It is understood that this property was originally purchased by the City with the intent of appropriately utilizing it in the community interest upon development of the beachfront area. It is also understood that use of the property for a future parkade has also been contemplated. This property does offer some potential to provide a future focal point. However, this would eliminate reasonably feasible and immediate traffic solution options. The approval of two major developments (through recent and historic zoning initiatives) limits options available.

The recommended connection of Highway 4A across Highway 19A, to Beachside Drive, is considered the best approach from the perspective of traffic circulation and pedestrian access between and within the downtown core and the beachfront area. The other alternatives would reduce the effectiveness of the facility and the overall benefit to the community, and may not be achievable due to their cost, complexity and impact on private lands.

The recommended facility:

- is similar to a route suggested by the owners of the Parksville Beach Motel;
- facilitates access to the second floor of the proposed Beach Club Parkade, as per previous agreement with the developer of that site;
- improves vehicular and pedestrian access between the downtown core and the beachfront;
- improves traffic circulation, which helps to reduce congestion and other traffic problems (as compared to the other options);
- is compatible with traffic calming options set out in the Downtown Revitalization Plan.
- could include improvements to the vacant areas adjacent to the Alberni access, on the City lands, to create some form of focal point and/or plaza or urban park.

The Boulevard report also considers the possible extension of Beachside Drive east of the Parksville Beach Motel site to Corfield Street and McVickers Street. Ultimately such extension could provide improved traffic circulation for the park and downtown areas, however related benefits and costs require further assessment. The proposed plan allows for such option to be implemented in future.

Options:

1. Adopt the recommendations of the Boulevard Transportation Group report.
2. Adopt a different approach.

Analysis:

1. Council could adopt the recommendations of the Boulevard Transportation Group report by directing staff to proceed with the development of Beachside Drive to a standard the same as that adopted for the Beach Club site, with a link to Highway 19A at the Alberni Highway.

The recommended approach is considered the best option from the perspective of traffic and pedestrian circulation, developing a link between the downtown area and the waterfront, and reasonably meeting the needs of the waterfront developers. It is considered the most appropriate option in the community interest from an overall 'transportation' perspective, and give the current realities which limit consideration of a wider range of options.

It is recognized that the recommended option would utilize more than half of the City owned property north of Highway 19A. Further, there may be other potential uses of this property to address other community desires. Given the current status of the development of the waterfront properties, and the anticipated impacts of pedestrians and traffic generated by the waterfront developments, and anticipated future growth in the area, and the eventual connection with the Community Plan, it is considered that the proposed plan provides an achievable option which can be realized in the short to medium term.

2. Council could direct staff to proceed on a different basis or defer the related decisions. This would require Council direction.

Any further compromise of the traffic and transportation aspects of the development of the beachfront to accommodate other considerations may result in a delayed solution to an immediate problem. Ultimately, it may also result in a road network that provides poor service levels to the beachfront and downtown areas, and the community. Maintaining only one connection to Beachside Drive at McMillan Street is not recommended as it would minimize the community benefit (resulting in what would effectively be a private driveway for the local developments), provide poor service levels (i.e. congestion), and still require the development of emergency access points to Highway 19A.

It is recommended that Council adopt Option 1.

Financial Implications:

The developers of the Parkville Beach Motel property are proposing to construct the extension of Beachside Drive between the Beach Club property and the east boundary of their site as part of their current development plans. Their proposal is compatible with the recommendations contained in the Boulevard Transportation report. As such, there is no financial implications to the City should this development be realized. The community would ultimately benefit from the construction of this facility by the developer.

The recommended connection between Highway 19A and Beachside Drive is not currently funded by the City, or as part of the development requirements of the Beach Club or the Parkville Beach Motel sites. The City is currently holding securities of approximately \$120,000 from the developers of the Beach Club for the upgrading of the former access adjacent to the now demolished Sandbar Pub. It would be intended to apply these funds to facilitate the recommended connection to the parkade.

The estimated total cost of the connection has yet to be established, but it may be in the order of \$300,000. Ultimately the City would need to include funding for the completion of the design and construction of the facility in the City's Long Term Capital Plan.

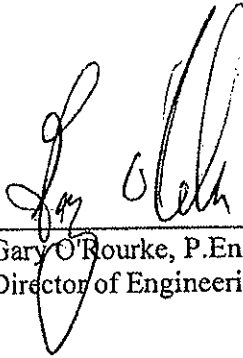
Utilizing the City property would reduce the value of same. The most recent estimated value of these lots is \$738,000.00. The recommended connector would effectively utilize about half of the property. Constructing the connector on City owned lands would avoid the need to purchase or acquire additional property from other property owners to facilitate the same.

Recommendation:

That, Council direct staff to proceed with the development of Beachside Drive, based on the Recommendations and Conclusions contained in Appendix II to this report, including:

- Constructing the facility to the same standard adopted for the Beach Club site;
- Connecting the facility to Highway 19A at the Alberni Highway;
- Connecting the Alberni Highway link to the second floor of the planned Beach Club parkade."

And That, Council direct Staff to negotiate with the adjacent waterfront developers to seek a contribution to the funding so as to advance construction timing."



Gary O'Rourke, P.Eng.
Director of Engineering and Operations

DIRECTOR OF COMMUNITY PLANNING'S COMMENTS

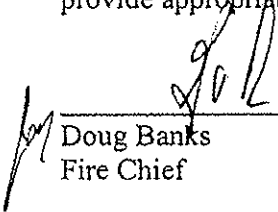
This proposal does diminish the potential of the City owned lands; which could be used for a focal point, such as a 'look-out type plaza', or, a parking structure or some combination thereof. This was considered during discussions of the Traffic Study. Two overriding considerations were discussed: 1) The need to address the traffic circulation problem is immediate; therefore the solution must be realistically achievable, and 2) There is no prospect of funding a plaza or parkade in the foreseeable future. The costs of already identified Downtown Revitalization works are significant without further addition. There may be a future opportunity to create a feature area at the intersection of Alberni Hwy and Highway 19A within the existing right of way and any portion of the City owned lots not used for the recommended road facilities, (or without use of any of the City owned lots), to create a similar effect.



Gayle Jackson
Director of Community Planning

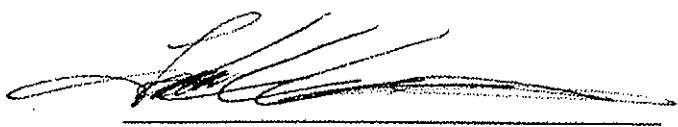
FIRE CHIEF'S COMMENTS

A new connection between Beachside Drive and Highway 19A is required east of McMillan Street in order to provide adequate access for emergency purposes. The recommended Alberni Highway connector would satisfy this requirement. The alternative upgrading of the former connection to the Sandbar Pub, presented in the Boulevard Transportation report, does not provide appropriate emergency access.



Doug Banks
Fire Chief

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:



Fred Manson,
Chief Administrative Officer

I:\USERS\GARY\ROAD\BeachSideDr\Beachside DriveDec6,revN.doc

APPENDIX I
BEACHSIDE DRIVE DESIGN CONSIDERATIONS

Prepared by Boulevard Transportation Group
Dated October, 2006

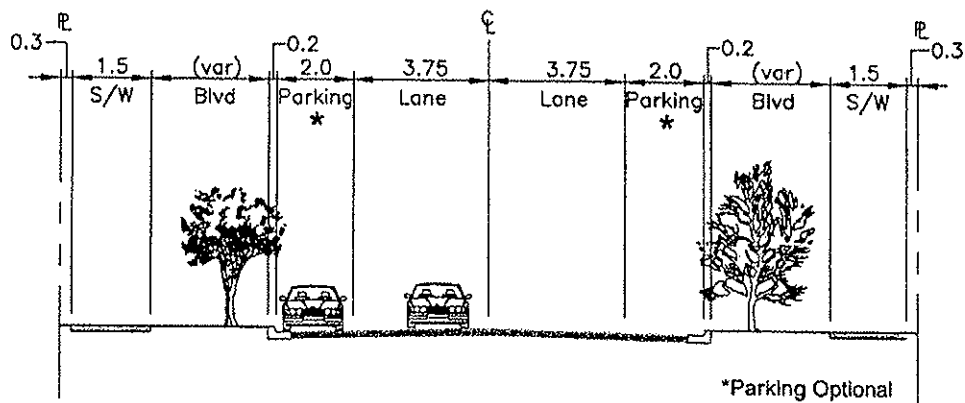
SUMMARY

- The major considerations or functions to be considered in developing Beachside Drive are access to new development, traffic circulation and establishing a pedestrian and vehicular link between Highway 19A and the waterfront.
- It is considered appropriate to apply the modified cross section being utilized for the portion being implemented through the Beach Club Site for future extensions of the facility to the east (Refer to Figure I).
- There are ultimately six connection points which could be considered Between Beachside Drive and Highway 19A, i.e. McMillan Street (signalized), Sand Bar Pub (now demolished) access (stop sign), Park Sands Access (stop sign), Community Park Exit (one way, right out, stop sign), Corfield Street (signal), McVickers Street (signal).
- It is recommended new connections be at a signalized intersection to facilitate more efficient and safer traffic operations.
- Based on intersection and signal spacing and access considerations the two primary options for connecting Highway 19A to Beachside Drive are the Alberni Highway and Craig Street. These options have been assessed on a technical basis, as has the option of maintaining only one connection at McMillan Street. The Craig Street Connection was assessed based on 6 scenarios, i.e.,
 1. Craig Street one way Northbound
 2. Craig Street one way Northbound, Alberni Highway one way southbound
 3. Craig Street one way southbound
 4. Alberni median closed, Craig Street one way northbound
 5. Alberni median closed, Craig Street one way southbound
 6. Alberni median west bound leg only, Craig Street one way northbound
- Maintaining the existing McMillan Street connection, with no new link between Beachside Drive and Highway 19A would turn Beachside Drive into a dead-end facility longer than the City's specified maximum length of 150 meters. Additional emergency access points would need to be developed. Under this scenario Beachside Drive would serve as an access to the adjacent developments and would not provide the community benefits of improving traffic circulation and linking the downtown to the waterfront.
- The analyses indicate connecting Beachside Drive to Highway 19A at the Alberni Highway provides the best overall connectivity between Highway 19A and Beachside Drive, and results in traffic conditions that are comparable, and in no case significantly worse than the other connection options. (Refer to Figure II).

- Based on traffic safety and other traffic considerations, the former access adjacent to the Sandbar Pub (now demolished) should only be considered if it is limited to:
 - Right-In, Right- Out access to Highway 19A,
 - No left turn access from the connector to the second floor of the Beach Club Parkade,
 - Right-In, Right-Out access from the connector to the parkade.

This access would not provide the connection and traffic circulation benefits of the recommended Alberni Highway option.

Figure I: Recommended Beachside Dr Cross-Section Standard



APPENDIX II

BEACHSIDE DRIVE DESIGN CONSIDERATIONS

Prepared by Boulevard Transportation Group

Dated October, 2006

Conclusions and Recommendations

Beachside Drive is a significant road network attribute that would provide improved circulation to the core of the City while also providing needed (and currently absent) physical links to the waterfront precinct. Beachside Dr, to the north of Hwy 19A and downtown Parksville, will as currently proposed serve strictly as a dead-end access road to new hotel developments with a connection at McMillan St and Hwy 19A. There is the opportunity, however, to beneficially enhance the serviceability of Beachside Drive for motorists, cyclists, and pedestrians alike by adding a direct network connection from the downtown and by extending Beachside Dr with Parksville Community Park. The following conclusion details and recommendations are made regarding the proposed Beachside Dr corridor.

Beachside Dr Design:

- Beachside Dr would form a new extension of the downtown Parksville ring road route, and would serve as a downtown road/collector road-type classification.
- The roadway cross-section should maintain consistent properties, in particular lane and sidewalk widths. It is recommended that the Focus roadway design be maintained through the corridor.

Beachside Dr Linkages:

- Connector roadways between Hwy 19A and Beachside Dr should not have parking on steep grade sections, and should be built to an urban collector road standard minus the parking area.
- Connectors to Beachside Dr should be consolidated to key locations, which need to be signalized at Hwy 19A
- A connection between the core of downtown Parksville and Beachside Dr would beneficially link the downtown with the waterfront, and could be accomplished by extending either Alberni Hwy or Craig St.
- The Alberni connection option has better overall network connectivity, as Alberni Hwy is a through-route, and is the preferable option from a circulation and connectivity perspective. However, an Alberni connection would pass through city-owned parcels that could potentially be otherwise developed.

Traffic Conditions for Beachside Dr Connection Alternatives:

- Traffic conditions under three connection scenarios were investigated: (1) McMillan St only; (2) McMillan St and Alberni Hwy; and (3) McMillan St and Craig St. The Craig St connection was investigated for a number of operation schemes, which were looked at due to the limited connectivity benefits of the existing one-way southbound operation at Hwy 19A. The traffic conditions were investigated in the p.m. peak hour for the 2006 and 2016 design years.
- In 2006 all connection options have acceptable levels of service except for those where the Alberni Hwy median is closed (in this case the McMillan / Hwy 19A intersection has some failing movements).
- In 2016 all connection options have failing conditions at Hwy 19A / Alberni Hwy, but acceptable conditions at the other intersections. Therefore, all connection alternatives are viable from a traffic conditions / level of service perspective.

Beachside Dr – Future Extension and Layout:

- The potential extension of Beachside Dr to the east of Alberni Hwy by incorporating the existing roadway through Parksville Community Park, up to Corfield St should be considered. There are two options for connecting to McVickers St from Corfield: (1) a new road north of the existing trailer park, and (2) via Nerbus Lane (with extension). Both of these options will require that a new roadway connect to Heath Ave by passing through one residential lot.

Recommendation –

Alberni Hwy Connection to Beachside Dr:

- As the Alberni Hwy connection would provide the best circulation and connectivity, whilst also having acceptable traffic conditions that are comparable to other connection scenarios, it is the recommended option
- The connection design will be required to have horizontal S-curvature to address the difficult elevation differential. The S-curve could be designed either to the east or west of Alberni Hwy, although a curve to the west would allow for an access into the proposed parkade the Sand Bar Pub.

Island Hall Resort / Parkade Access:

- Should a connection to Beachside Dr at Alberni Hwy (or Craig St) not be provided, a right-in / right-out access at the Sand Bar Pub may be considered. Such an access should, however, be one lane only and allow for only right in/right out movements from the proposed parkade (ie no left turns in). To facilitate the inbound u-turn movement into the parkade, a turnaround facility should be provided at Beachside Dr (either a roundabout or intersection bulge).

Alternative: In the event that the City determines that the City owned property required for the Alberni Connection is more valuable as a development site, the less preferred option but nonetheless viable alternative is to use the Craig St intersection to connect Beachside Dr. Implications of the operations of Craig St (one way either way) are important in enhancing circulation benefits but are not as important as making the connection.

RECEIVED
AUG 14 2009
PLANNING
CITY OF PARKSVILLE

PARKSVILLE BEACH
RESORT CONDOMINIUM
LANDSCAPE

DATE	11/11/08
BY	W. J. HARRIS
CHECKED	W. J. HARRIS
SCALE	AS SHOWN
PROJECT	PARKSVILLE BEACH RESORT CONDOMINIUM
SHEET NO.	11
TOTAL SHEETS	11

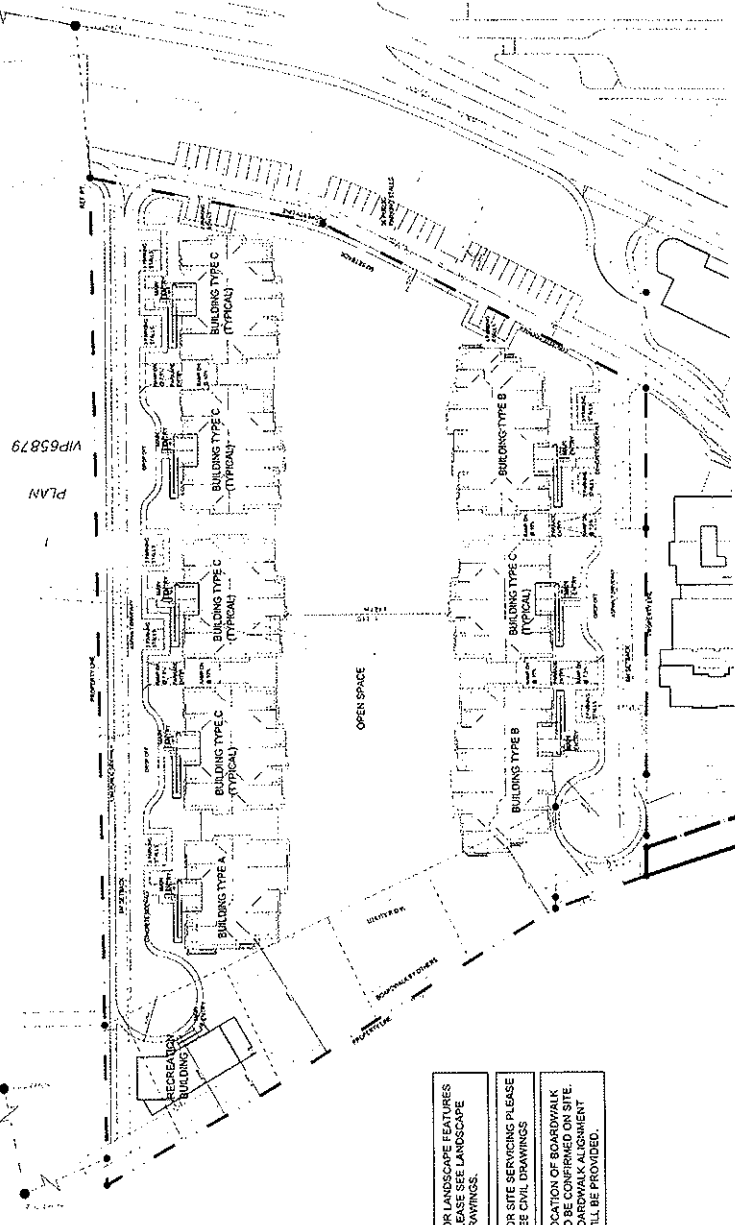
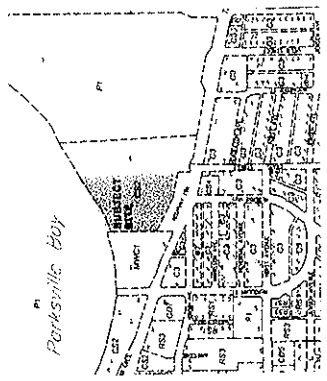
DESIGN TEAM
 ARCHITECT: [Redacted]
 LANDSCAPE ARCHITECT: [Redacted]
 CIVIL ENGINEER: [Redacted]
 ELECTRICAL ENGINEER: [Redacted]
 MECHANICAL ENGINEER: [Redacted]
 PLUMBING ENGINEER: [Redacted]
 STRUCTURAL ENGINEER: [Redacted]
 SURVEYOR: [Redacted]

EXISTING REQUIRED PARKING:
 PER UNIT @ 10 UNITS: 101 STALLS
 PER UNIT @ 10 UNITS: 101 STALLS
 PER UNIT @ 10 UNITS: 101 STALLS
ACTUAL PARKING:
 GARAGE: 77
 STREET: 77
TOTAL PARKING: 154 STALLS
PER HEALTHY TRAILING @ 1800'S: 8 ENCLOSURES
PER HEALTHY TRAILING @ 1800'S: 8 ENCLOSURES

GROSS BUILDING AREAS:
 TYPICAL FLOOR AREA: 11,111 SQ FT
 TOTAL: 11,111 SQ FT
GROSS BUILDING AREAS:
 TYPICAL FLOOR AREA: 11,111 SQ FT
 TOTAL: 11,111 SQ FT
GROSS BUILDING AREAS:
 TYPICAL FLOOR AREA: 11,111 SQ FT
 TOTAL: 11,111 SQ FT

ALLOWABLE FLOOR AREA OF PROPOSED BUILDING:
 EXISTING LAND USE: 11.1M
 PROPOSED LAND USE: 11.1M
ALLOWABLE FLOOR AREA OF PROPOSED BUILDING:
 EXISTING LAND USE: 11.1M
 PROPOSED LAND USE: 11.1M

PROJECT STATISTICS
 MAXIMUM DENSITY: 11 UNITS PER ACRE
 TOTAL UNITS: 111 UNITS
 TOTAL GROSS FLOOR AREA: 1,232,000 SQ FT
 TOTAL GROSS BUILDING AREA: 1,232,000 SQ FT
 TOTAL GROSS BUILDING AREA: 1,232,000 SQ FT



FOR LANDSCAPE FEATURES
PLEASE SEE LANDSCAPE
DRAWINGS.

FOR SITE SERVICING PLEASE
SEE CIVIL DRAWINGS.

LOCATION OF BOARDWALK
TO BE CONFIRMED ON SITE.
BOARDWALK ALIGNMENT
WILL BE PROVIDED.

RECEIVED
 AUG 14 2009
 PLANNING
 CITY OF PARKSVILLE

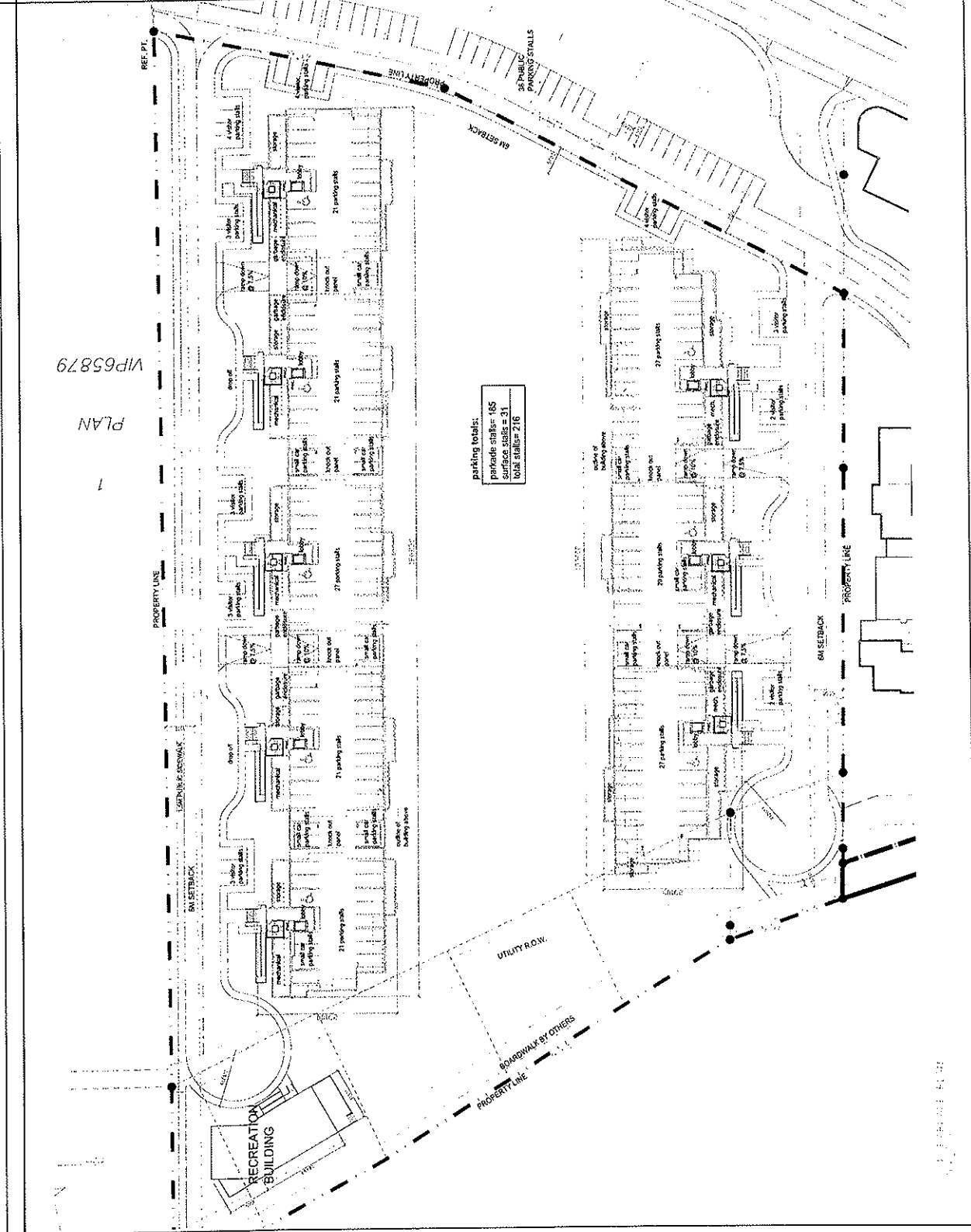
KEY PLAN

DESIGN TEAM
 PROJECT ADMINISTRATOR
 PROJECT MANAGER
 ARCHITECT
 ENGINEER

PARKVILLE BEACH
 RESORT CONDOMINIUM

VP65879
 PLAN
 1

parking totals:
 parking stalls: 485
 surface stalls: 31
 total stalls: 516

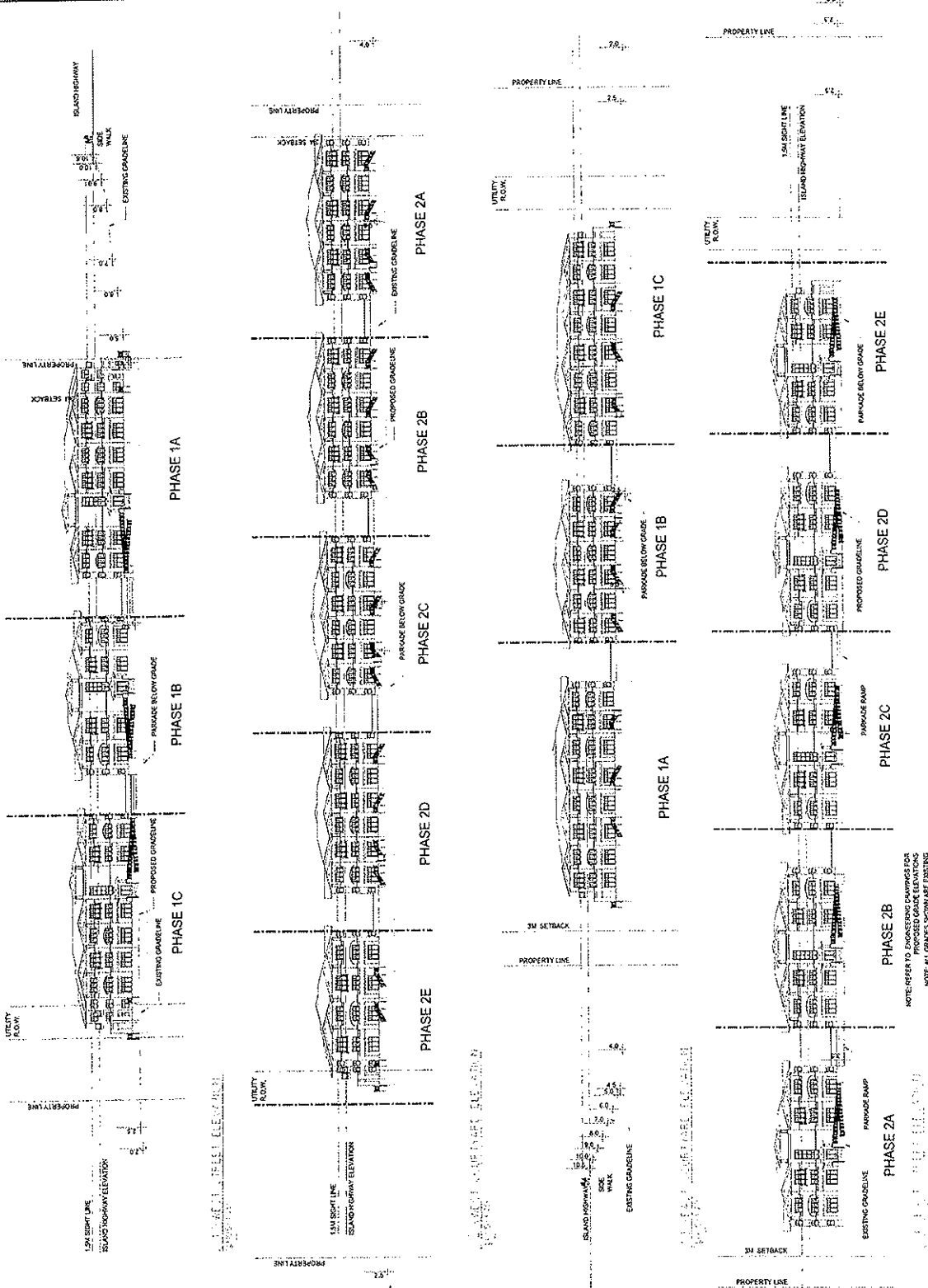


DESIGN TEAM
 ARCHITECT: [Faded]
 ENGINEER: [Faded]
 LANDSCAPE ARCHITECT: [Faded]
 CIVIL ENGINEER: [Faded]
 ELECTRICAL ENGINEER: [Faded]
 MECHANICAL ENGINEER: [Faded]
 PLUMBING ENGINEER: [Faded]
 STRUCTURAL ENGINEER: [Faded]
 TRAFFIC ENGINEER: [Faded]
 ENVIRONMENTAL ENGINEER: [Faded]

RECEIVED
 AUG 14 2009
 PLANNING
 CITY OF PARKSVILLE

26307

PARKSVILLE BEACH
 RESORT CONDOMINIUM
 [Faded]



NOTE: REFER TO EXHIBITING DRAWINGS FOR
 PROPOSED GRADE ELEVATIONS
 NOTE: ALL GRADES SHOWN ARE EXISTING
 ELEVATIONS

RECEIVED
AUG 14 2009
PLANNING
CITY OF PARKSVILLE

DESIGNER: JCDM
ARCHITECTURE AND INTERIORS
10000 W. WYOMING ST.
P.O. BOX 10000
PARKSVILLE, MO 64078
TEL: 816.261.1000
WWW.JCDMARCHITECTURE.COM

OWNER: ZEPHYRUS
10000 W. WYOMING ST.
P.O. BOX 10000
PARKSVILLE, MO 64078
TEL: 816.261.1000
WWW.ZEPHYRUS.COM

PROJECT: ZEPHYRUS ARCHITECTURE
10000 W. WYOMING ST.
P.O. BOX 10000
PARKSVILLE, MO 64078
TEL: 816.261.1000
WWW.ZEPHYRUS.COM

DATE: 08/14/09

SCALE: AS SHOWN

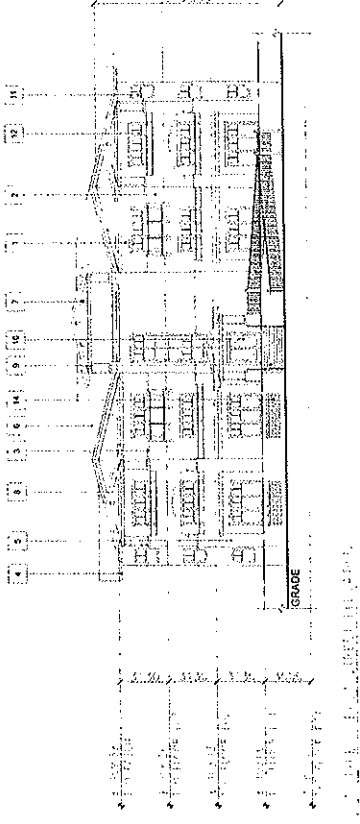
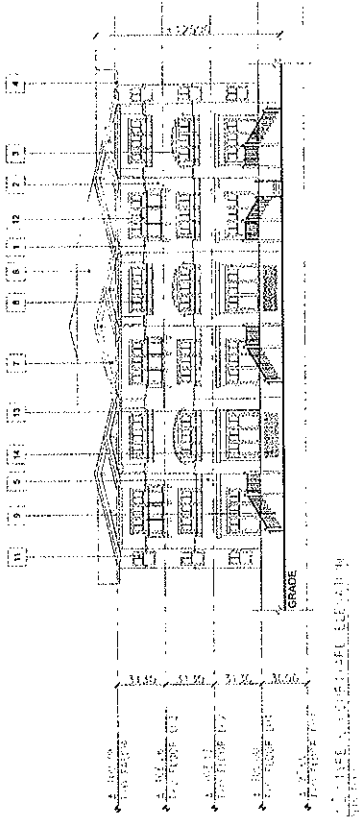
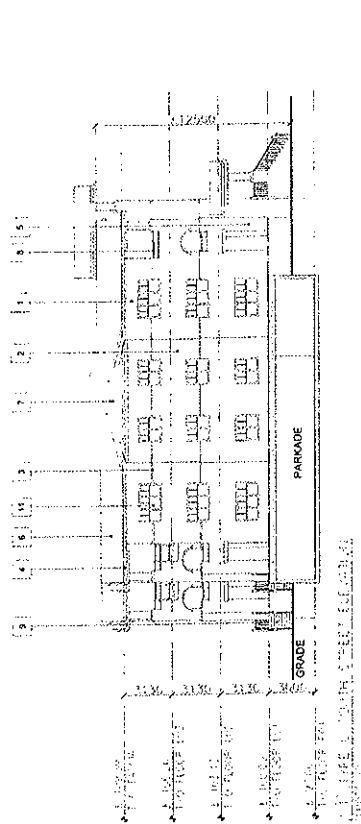
PROJECT NO.: ZEPHYRUS

DATE: 08/14/09

SCALE: AS SHOWN

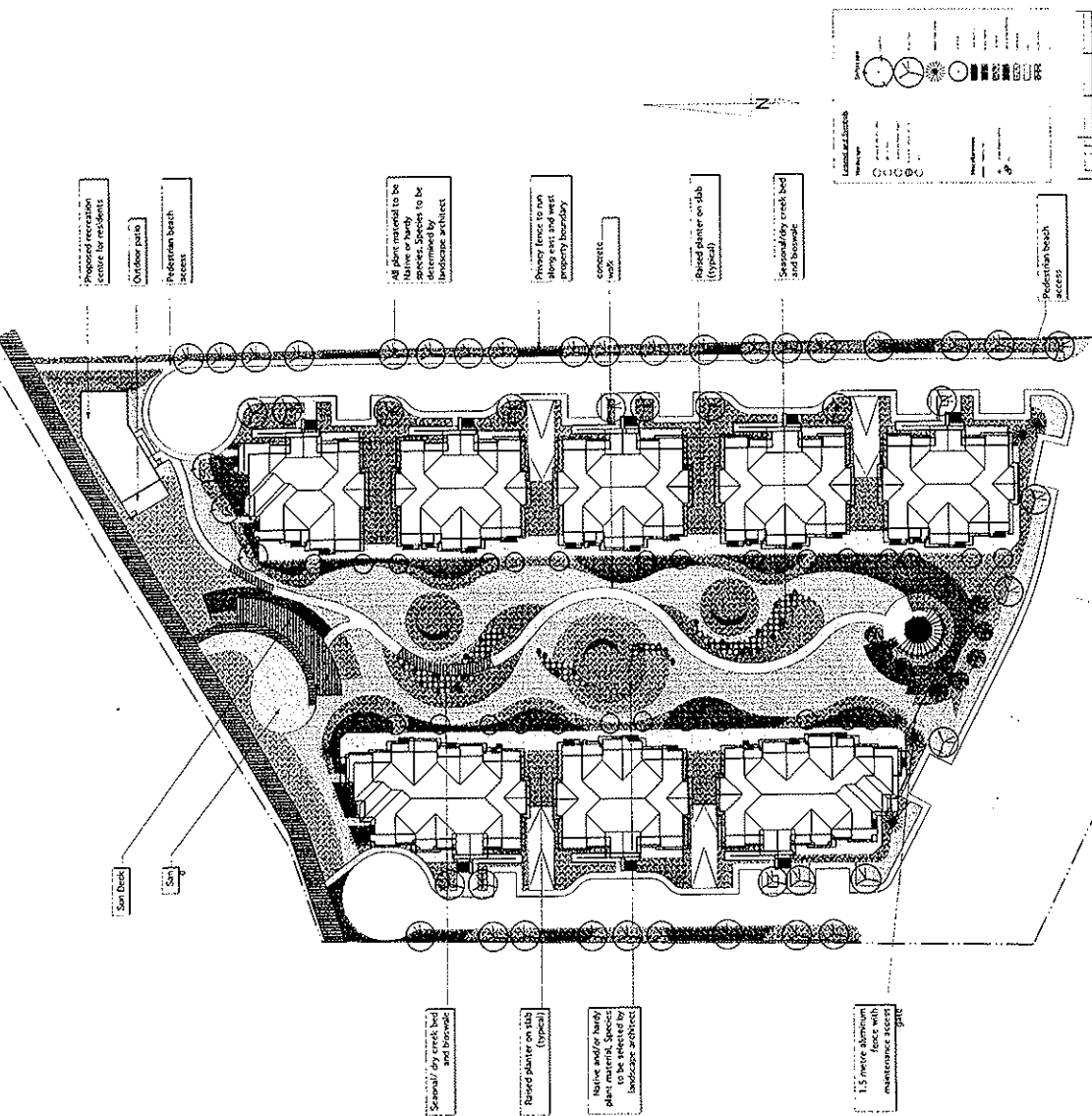
PROJECT NO.: ZEPHYRUS

- Material Legend**
- 1 Hard Board
 - 2 Hard Shingle
 - 3 Hard Trim
 - 4 Hard Fascia
 - 5 Masonry
 - 6 Asphalt Shingle
 - 7 Wood Brackets
 - 8 Metal Railing
 - 9 Concrete Stairs
 - 10 Aluminum Door w/ Glazing
 - 11 PVC Window
 - 12 PVC Sliding Door
 - 13 Metal Man Door
 - 14 Mechanical Grill



PLANT LIST

Symbol	Qty	Plant Name	Common Name	Size
1	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
2	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
3	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
4	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
5	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
6	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
7	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
8	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
9	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
10	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
11	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
12	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
13	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
14	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
15	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
16	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
17	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
18	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
19	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
20	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
21	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
22	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
23	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
24	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
25	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
26	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
27	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
28	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
29	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
30	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
31	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
32	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
33	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
34	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
35	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
36	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
37	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
38	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
39	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
40	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
41	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
42	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
43	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
44	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
45	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
46	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
47	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
48	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
49	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
50	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
51	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
52	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
53	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
54	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
55	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
56	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
57	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
58	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
59	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
60	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
61	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
62	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
63	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
64	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
65	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
66	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
67	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
68	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
69	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
70	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
71	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
72	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
73	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
74	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
75	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
76	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
77	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
78	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
79	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
80	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
81	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
82	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
83	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
84	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
85	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
86	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
87	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
88	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
89	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
90	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
91	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
92	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
93	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
94	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
95	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
96	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
97	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
98	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
99	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"
100	1	Starburst Shrub	Starburst Shrub	24" x 24" x 24"



Project No: 1500
Client: City of Parkville
Date: 8/14/2009

RECEIVED
AUG 14 2009
PLANNING
CITY OF PARKVILLE

Parkville Dev.
Landscape Plan

zeidler
Landscape Architects
1111 S. Main St.
St. Louis, MO 63103
Tel: 314.433.8800
Fax: 314.433.8801

Scale: 1" = 20'
Project: 1500
Sheet: 89 of 90

zeidler

GENERAL NOTES: ALL PLANT AND MATERIAL ARE TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF PARKVILLE PLANNING DEPARTMENT'S PLANTING SPECIFICATIONS. PLANTING SPECIFICATIONS ARE AVAILABLE AT THE CITY OF PARKVILLE PLANNING DEPARTMENT.

COMMITTEE OF THE WHOLE REPORT



October 8, 2009

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

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

SUBJECT: INVESTIGATION INTO THE POSSIBILITY OF INCLUDING ACCESSIBILITY STANDARDS WITHIN THE CITY'S BUILDING BYLAW

Issue:

Information on the feasibility of including accessibility standards in the City's Building Bylaw

Executive Summary:

Council has requested that Staff report back on the feasibility of including accessibility standards in the City's Building Bylaw.

References:

Schedule "A" – Illustrations of British Columbia Building Code requirements for new construction

Background:

At the April 6, 2009 Council meeting the following resolution was adopted by Council

"09-083 That staff be directed to investigate and report back to Council on including accessibility standards in the City's building bylaw that ensure access to all residential, tourist and commercial buildings to include minimum standards for facility of movement (ramps, door handles, wall bars, counter heights) within building interiors and washroom facilities on ground floors. CARRIED."

This report provides information to Council with respect to the feasibility of adding accessibility standards for all residential, tourist and commercial buildings to the City's Building Bylaw.

Options:

Council may:

1. Maintain status quo;
2. Direct Staff to amend the City's Building Bylaw to include additional accessibility standards;

INVESTIGATION INTO THE POSSIBILITY OF INCLUDING ACCESSIBILITY STANDARDS WITHIN THE CITY'S BUILDING BYLAW

Analysis:

Provincial legislation provides limited authority for the City to establish regulations with respect to buildings or other structures. Bylaws that regulate building standards that are or could be dealt with by the Provincial building regulations are not permitted to be adopted by Council unless:

- the bylaw is in accordance with provincial regulations (in this case the **British Columbia Building Code**);
- the bylaw is in accordance with an agreement with the Minister responsible where the bylaw is of the same effect as provincial regulations; or,
- the bylaw is approved by the Minister responsible.

Unless otherwise approved by the Minister responsible the City is obligated to administer provincial building regulations pursuant to the **British Columbia Building Code**.

1. Under the existing code accessibility must be addressed for all public areas of new buildings used for multi-family residential, resort accommodations, commercial and public assembly purposes. The Code establishes minimum standards for ramps, door handle heights, counter heights, wall bars and washroom facility requirements that are generally equivalent to those highlighted by the Measuring Up Parksville Committee and Council, for public areas of new buildings.

For example, all public facilities in a new hotel or motel whether inside or outside the building that are open to the public must be accessible. In addition, new hotels and motels are required to provide at least one accessible sleeping unit for every 40 units or part thereof and at least one in 20 must have a visual warning system. In the case of multi-tenant commercial retail buildings, at least one accessible washroom must be available to all suites or each unit must have a washroom that is accessible and available to occupants (both staff and clientele). With respect to multi-family residential buildings, those portions of the building that are public are required to be accessible such as: common halls, elevators, lobbies, building entrances and paths. Illustrations of some the code accessibility requirements for new construction are provided in Schedule "A".

Maintaining the status quo means continuing to subscribe to the **British Columbia Building Code** and accepting the extent of accessibility that is currently prescribed by the province.

2. Gaps in the existing Building Code, as it relates to accessibility, are as it applies to the renovation of existing commercial buildings and the construction of new individual residential units.

With respect to improving access to existing commercial buildings the situation will not likely be substantially changed by implementing new construction requirements. The issue is not the Code but rather the age of the existing commercial building stock. The vast majority of commercial renovations are not structural in nature, do not trigger building permits, and would therefore not be subject to accessibility upgrade requirements if they were implemented in the City's Building Bylaw.

INVESTIGATION INTO THE POSSIBILITY OF INCLUDING ACCESSIBILITY STANDARDS WITHIN THE CITY'S BUILDING BYLAW

The only area where there may be some benefit in implementing additional accessibility standards are as it relates to the construction of individual residential units. This option would require the City to develop its own standards and seek approval of the Minister responsible.

The regulation of buildings and structures is clearly indicated in legislation as an area of provincial interest. This would appear to suggest that there is a strong provincial interest in maintaining uniform standards throughout the province. Uniform standards can clearly facilitate certain efficiencies in building design and construction. Staff believes that despite all good intentions the province would not entertain unique City construction standards. The City's efforts would be better focused on requesting that the Province further address accessibility as it pertains to residential construction as part of the next **British Columbia Building Code** review.

In the interim, the City is actively encouraging developers to consider the inclusion of accessibility features in all new residential construction projects. As well, the City has developed a self-assessment tool, the Accessible Community Builder Checklist, to help developers achieve projects that are accessible to all persons. In addition, Council has recently established an accessibility rebate program to provide assistance to persons with disabilities in upgrading residential buildings for their needs.

Sustainability:

Sustainability implications to the City are neutral.

Financial Implications:


There are no financial implications to the City.

Recommendation:

That the report from the Director of Community Planning entitled, "Investigation into the Possibility of Including Accessibility Standards within the City's Building Bylaw" dated October 8, 2009 be received;

And that the Building Bylaw in its current form be maintained;

And Further that the City provide input on the issue of accessibility during the next Provincial review of the **British Columbia Building Code**.



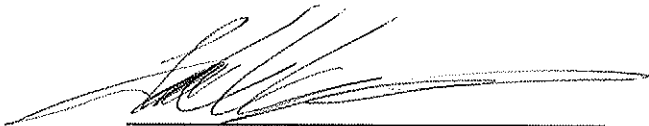
GAYLE A. JACKSON

BR/sh
Attachments

Planning/6440-01-ACC/2009/Agenda/Report-4.

INVESTIGATION INTO THE POSSIBILITY OF
INCLUDING ACCESSIBILITY STANDARDS
WITHIN THE CITY'S BUILDING BYLAW

CHIEF ADMINISTRATIVE OFFICER COMMENTS:

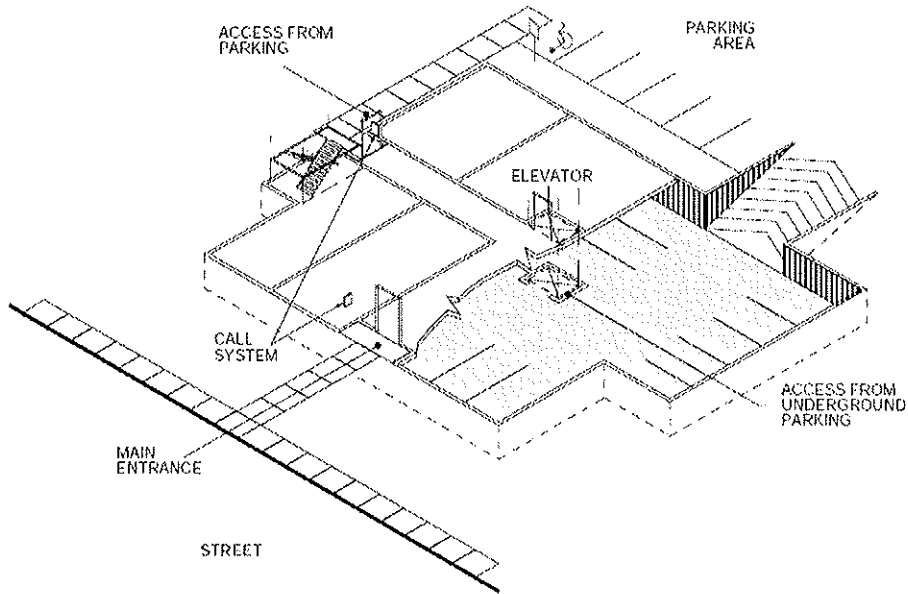
A handwritten signature in black ink, appearing to be 'F. Manson', written over a horizontal line.

F. MANSON, C.G.A.

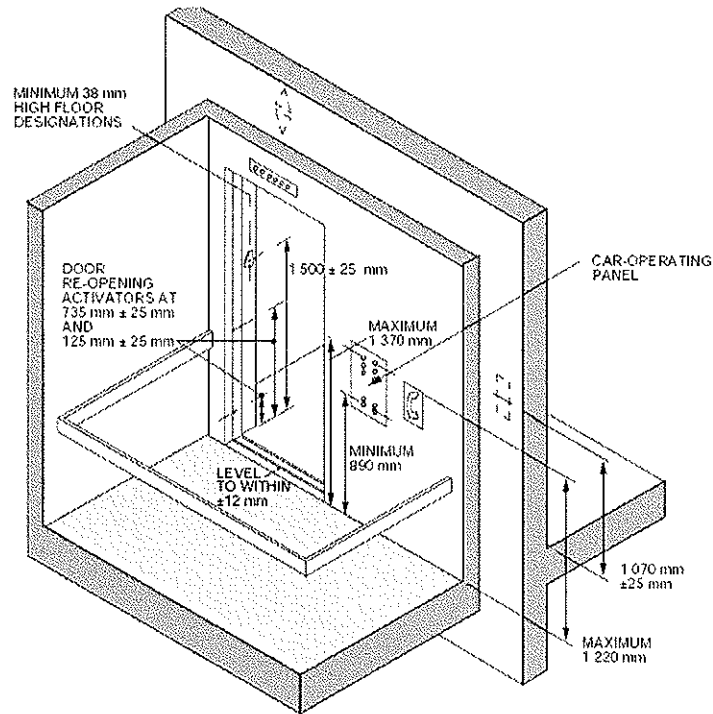
INVESTIGATION INTO THE POSSIBILITY OF INCLUDING ACCESSIBILITY STANDARDS WITHIN THE CITY'S BUILDING BYLAW

Schedule "A"

Illustration of BC Building Code requirements



Apartment Buildings

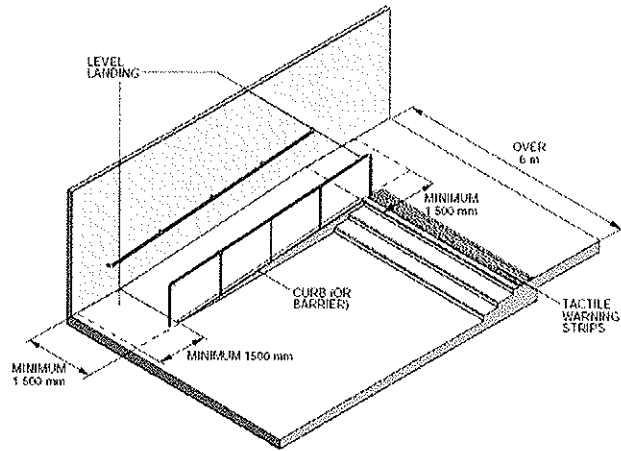


Elevator Car Controls

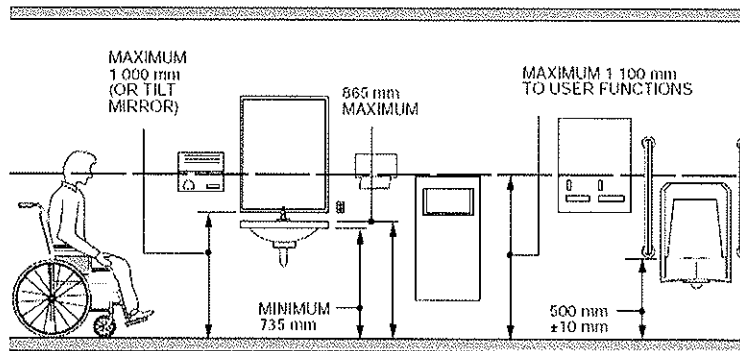
INVESTIGATION INTO THE POSSIBILITY OF INCLUDING ACCESSIBILITY STANDARDS WITHIN THE CITY'S BUILDING BYLAW

Schedule "A"

Illustration of BC Building Code requirements (continued)



Ramp in Passageways Over 6 m Wide



Washroom Accessories

