

concept plan

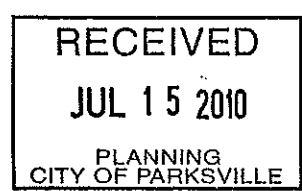
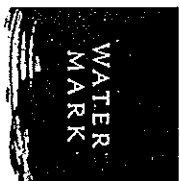
THE WATERMARK

parksville bc

July 15, 2010

macdonald gray consultants
focus group
michele cloghessy urban planner

walbern ventures inc.



Watermark Project Statistics

07.15.10

Municipal Address	161 Highway 19A	Site Area	2.83 Ha 6.99 Ac	28,272 sq. m. 304,320 sq. ft.
Legal Address	Lots 1, District Lot 89, Nanoose District, Pla VIP77091			
Owner	Parksville Beach Development Inc.			
Existing Zoning	CS-2			
Proposed Zoning	Comprehensive Development Zone			
OCP Designation	Existing Proposed	Mixed Waterfront/Commercial Mixed Waterfront/Commercial		
Building Setbacks		Existing	Proposed	
	Front	6.0 m	6.0 m	
	Rear	3.0 m	3.0 m	
	Side	3.0 m	3.0 m	
Proposed Footprint (parkade base)	7486 sq. m.			
Allowable Height of Principal buiding	Existing Land Use Proposed Land Use	39.0 m.		
Actual Height of Principal buiding		13.0 m.		
Allowable Lot Coverage	Existing Land Use Proposed Land Use	50%		
Actual Lot Coverage		30%		
Road Right-of-Way (18.0 m.)	Watermark Way Beachside Drive	3378 sq. m. 495 sq. m.		
Allowable Max. F.A.R	Existing Land Use Proposed Land Use	1.00		
Actual F.A.R.		0.71		
Allowable # of Units	Existing Land Use Proposed Land Use	not to exceed 50% of permitted F.A.R.		
Approx. # of Units	50/50 split Permanent/Transient Residential	123		
Gross Building Areas (all 3 story)	Building A	17,427 sq. ft	1 Bldg.	17,427
	Building B			
	Building C	19,920 sq. ft.	4 Bldgs.	79,680
	Building D	27,125 sq. ft.	1 Bldg.	27,125
	Building E	27,125 sq. ft.	1 Bldg.	27,125
	Building F	36,166 sq. ft.	1 Bldg.	36,166
			187,523 sq. ft.	
Parking (1.5 per unit)	Required (123 x 1.5)	185		
	Provided (including surface)	209		

Watermark Public Road

concept plan

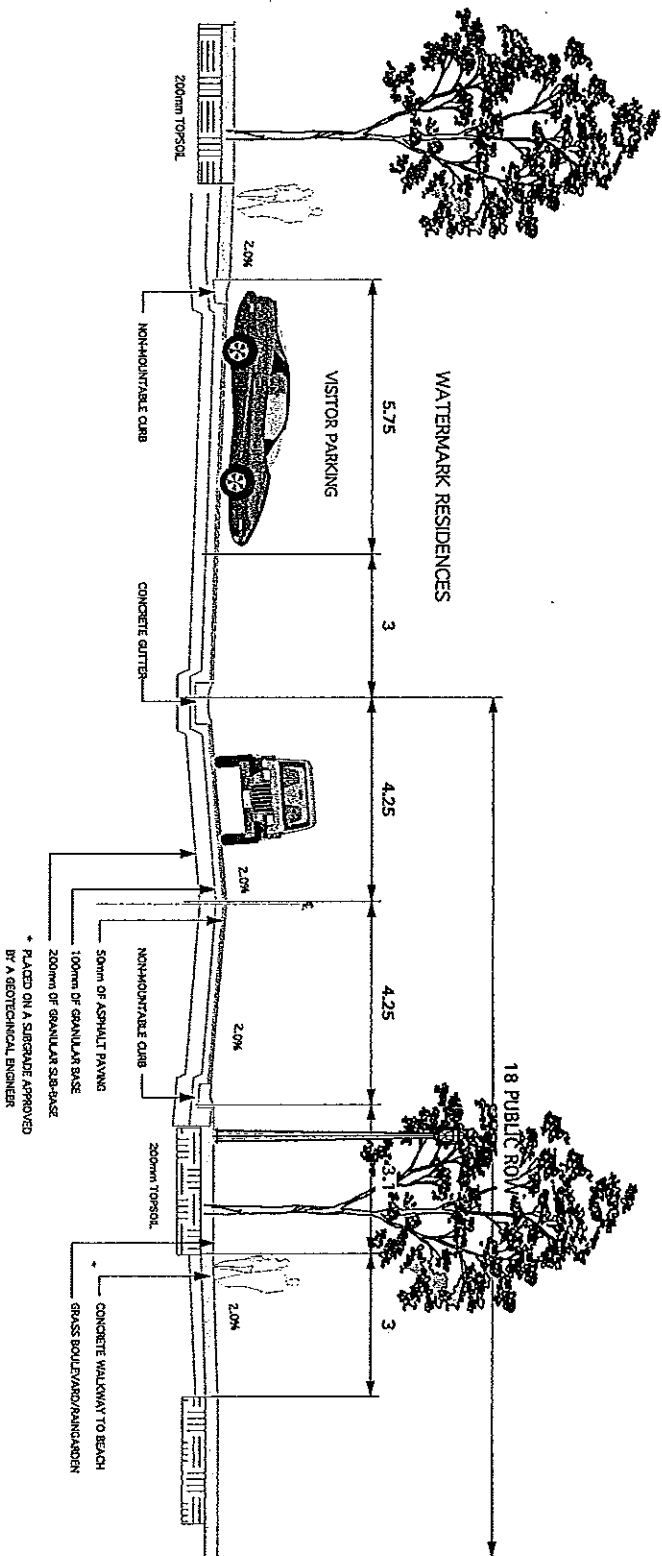
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WATER
MARK

Landscape Schematic concept plan

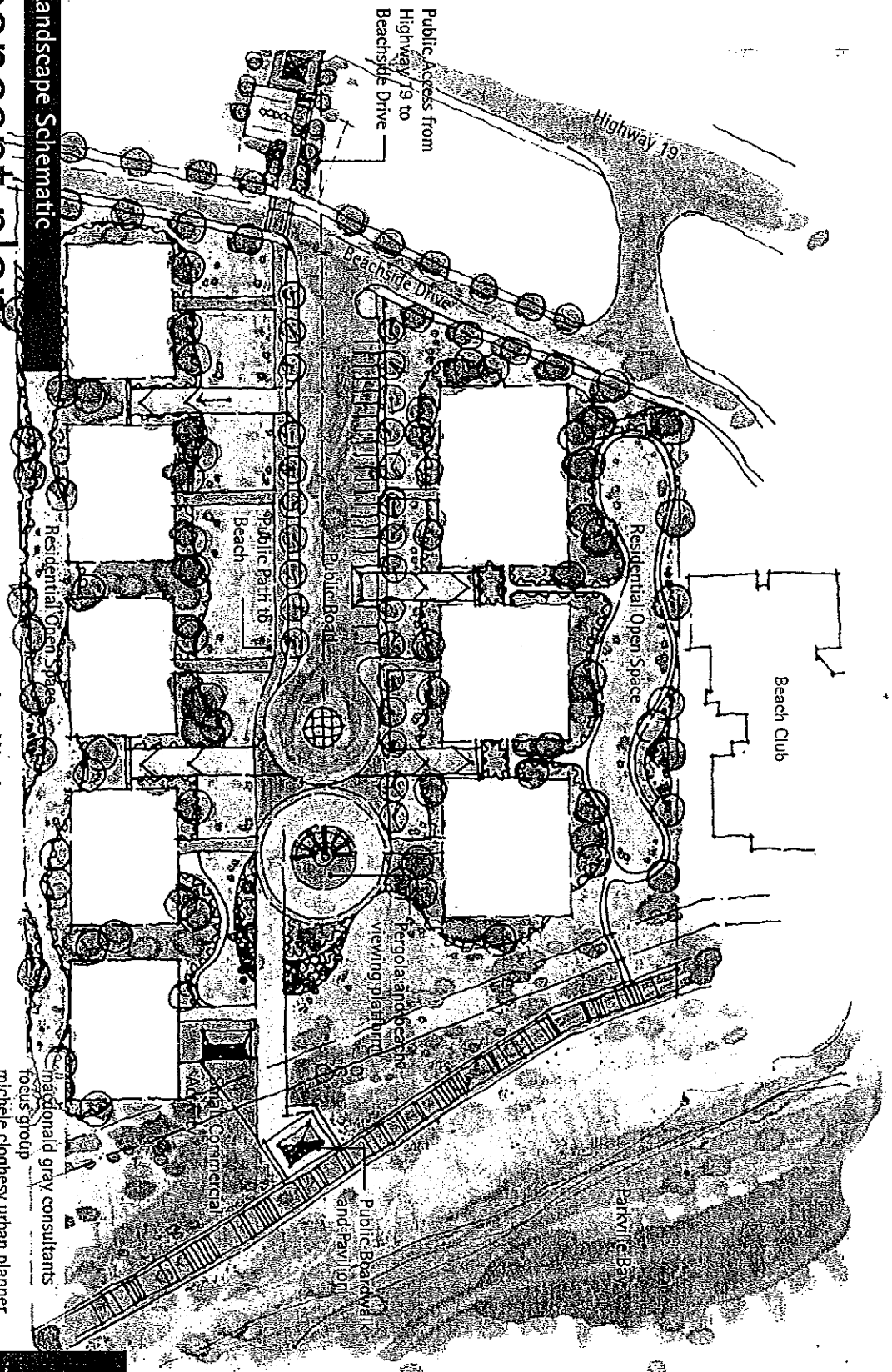
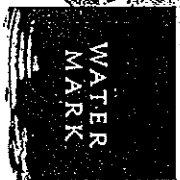
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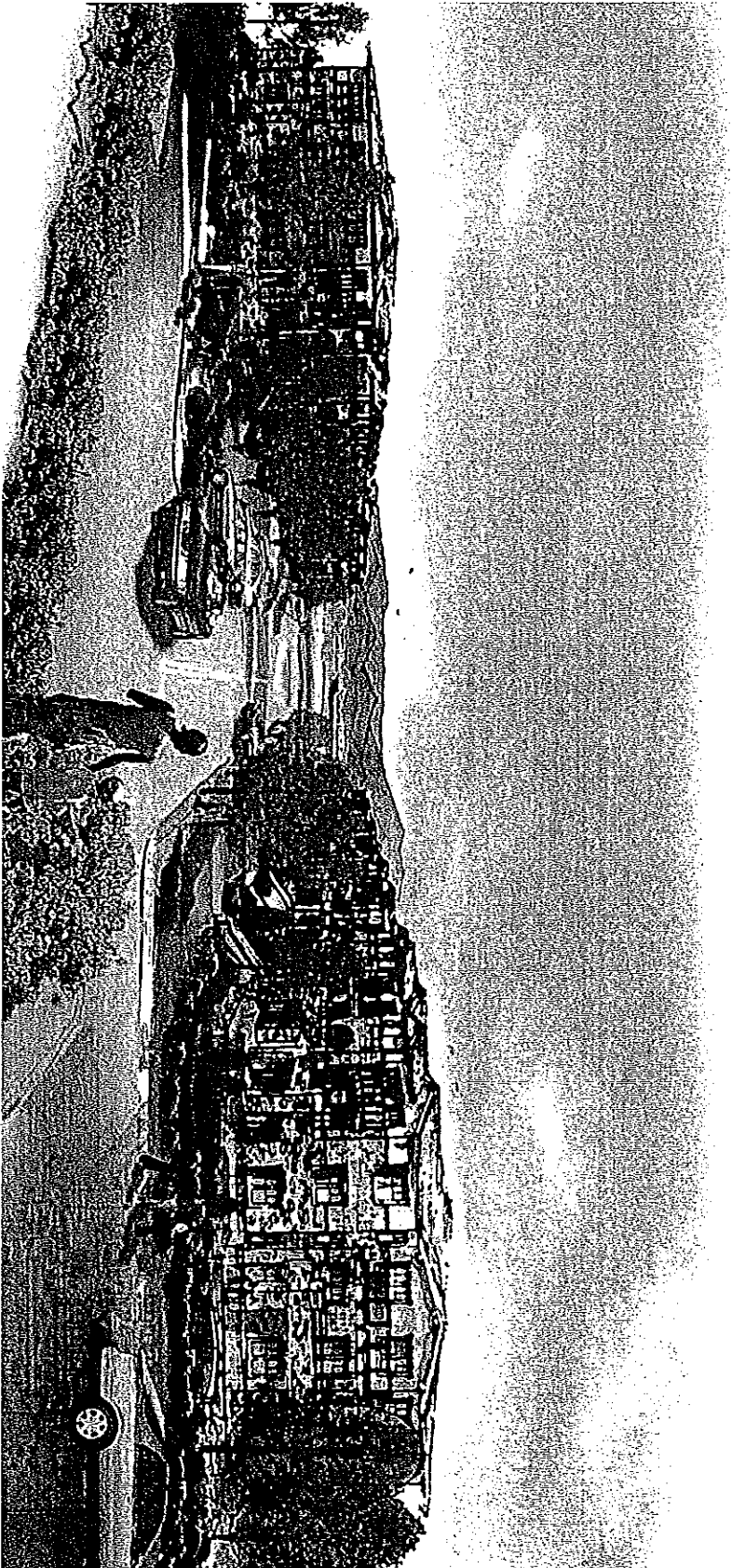
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 focus group
 michèle clohessy urban planner





View from Beachside Drive

concept plan

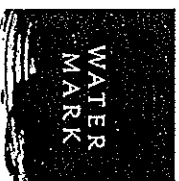
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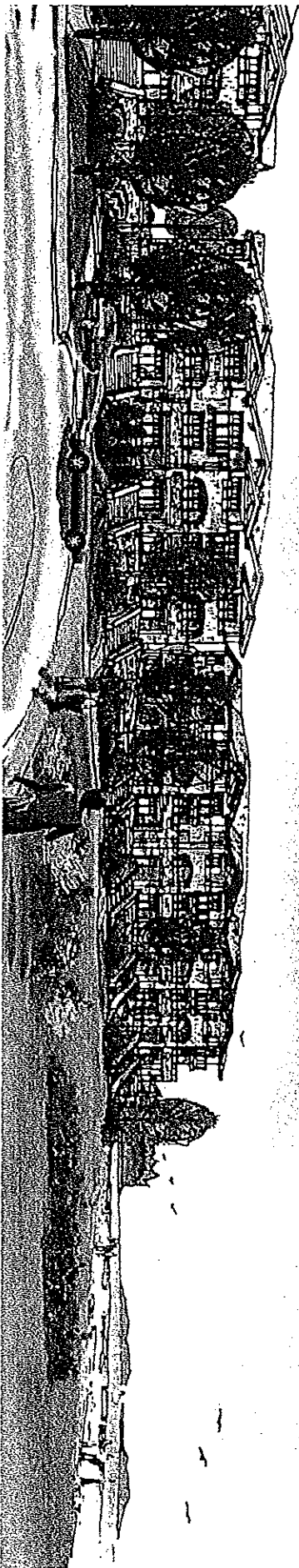
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View from new Public Road

concept plan

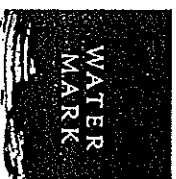
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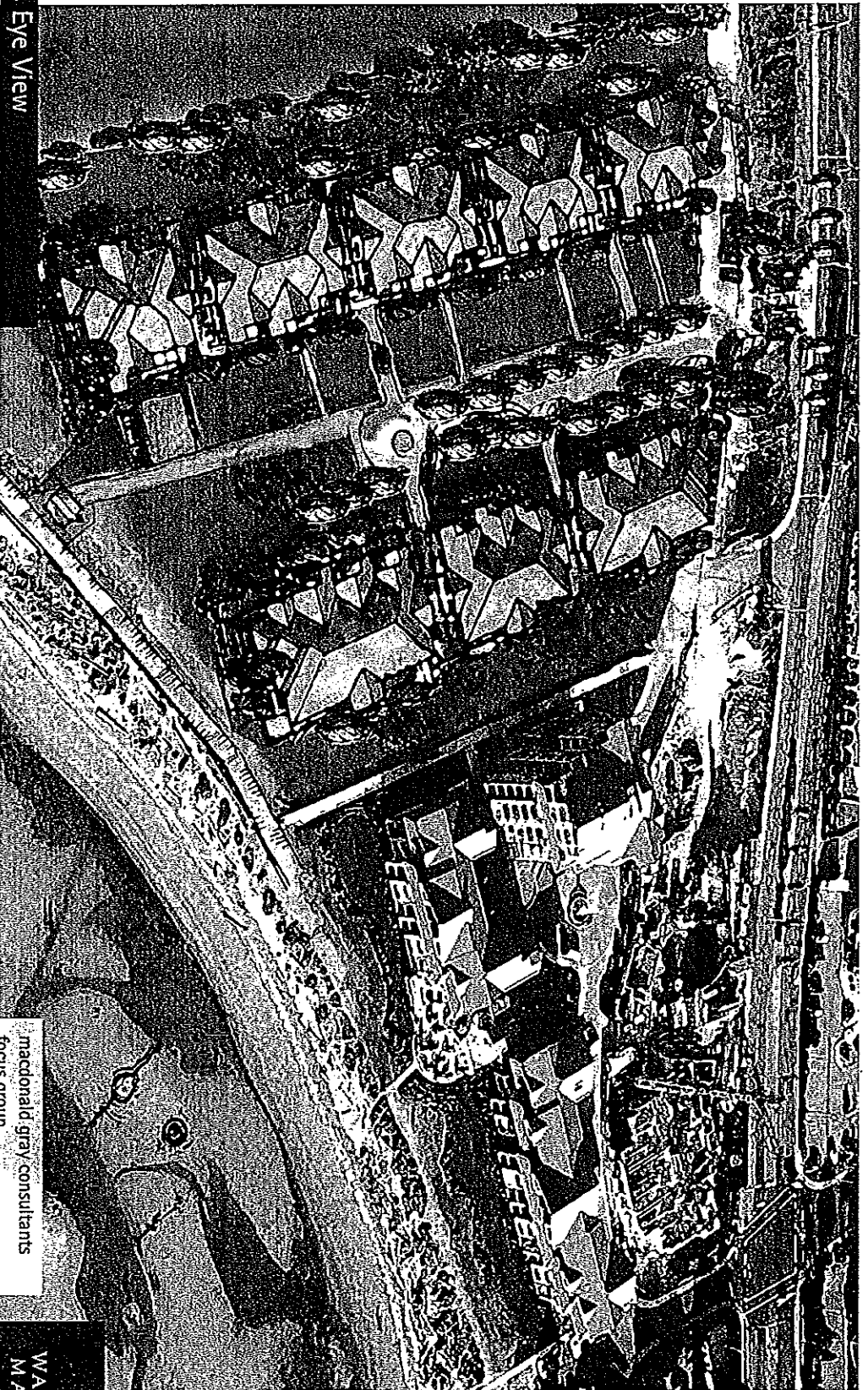
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Bird's Eye View



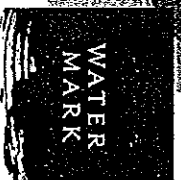
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THE WATERMARK

parksville bc

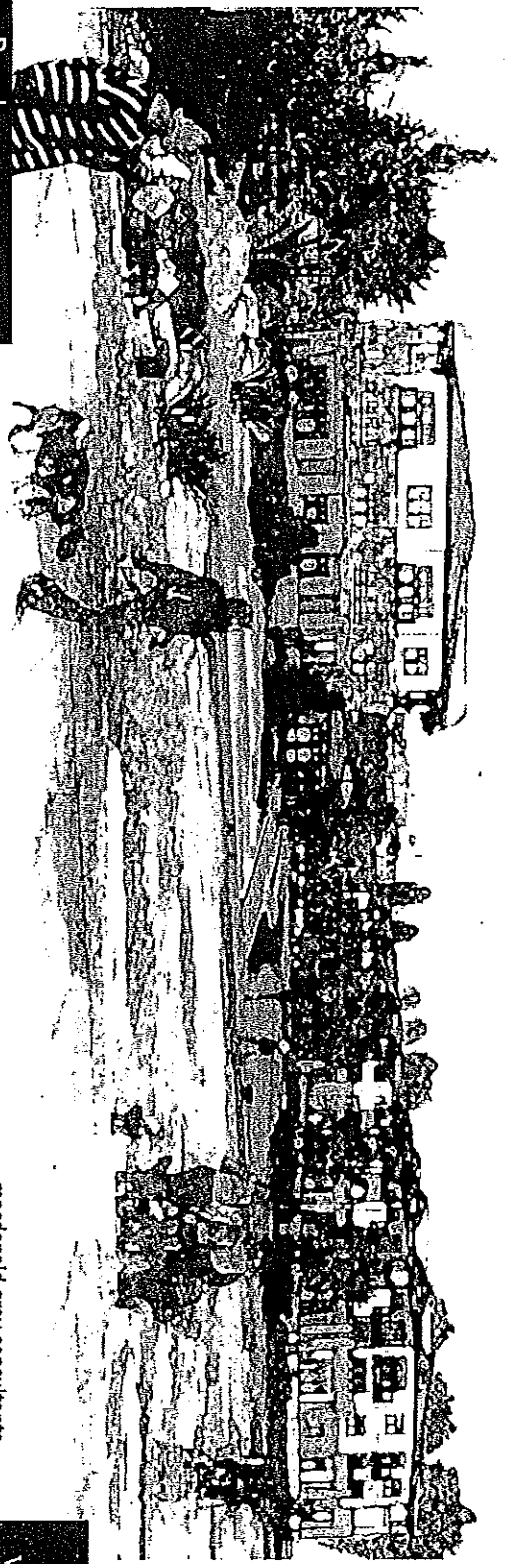
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View from Beach



concept plan

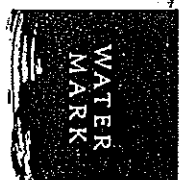
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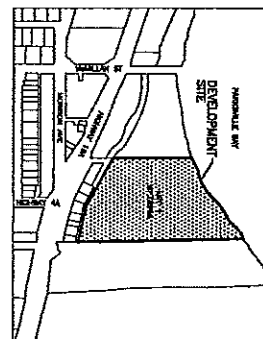
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PLUM VARIETIES (1971 harvest only)

[illegible]

Building Type	Quantity
Building Type A	1
Building Type B	1
Building Type C	1
Building Type D	1
Building Type E	1
Building Type F	1
Building Type G	1
Building Type H	1
Building Type I	1
Building Type J	1
Building Type K	1
Building Type L	1
Building Type M	1
Building Type N	1
Building Type O	1
Building Type P	1
Building Type Q	1
Building Type R	1
Building Type S	1
Building Type T	1
Building Type U	1
Building Type V	1
Building Type W	1
Building Type X	1
Building Type Y	1
Building Type Z	1

DATE	DESCRIPTION	AMOUNT	BALANCE
10/1/20	PROPOSED WATER	100.00	100.00
10/1/20	PROPOSED DRAIN	100.00	200.00
10/1/20	PROPOSED SEWER	100.00	300.00



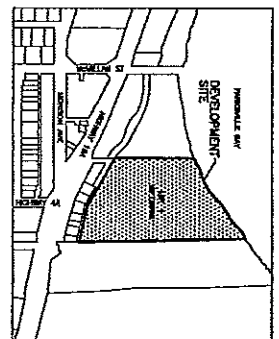
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FOCUS
 Engineering • Planning • Construction

PROJECT 1
 EXISTING AND PROPOSED
 SITE DRAINAGE

PATERSONVILLE BEACH DEVELOPMENTS LTD
 011138-200
 2560-09-02
 011138-352
 011138-352

ROAD DESIGN, L.A.
 011138-200
 2560-09-02
 011138-352
 011138-352



HYPOCRITE DEVELOPMENT OF LOT 1, CALUM, MARSHOCK DISTRICT
RURAL VILLAGE (161 HECTARES 15A)



macdonald gray

July 21, 2010

Re: Water Mark Community Open House – Comments and Questions from Attendees

The following is a summary of the comments and questions from the above referenced meeting that took place on the evening of Tuesday, July 20, 2010 at the Parksville Civic & Technology Centre, Garry Oaks and Arbutus Rooms. Consultant responses were not recorded.

1. VERBAL QUESTIONS/ COMMENTS:

- Charna Macfie – Pheasant Place, Parksville
 - I thought that the OCP required the owners to dedicate the land to the City?
 - In the rezoning policy isn't it up to the developer to make the project benefit the community?
 - How will you convince the council that this project benefits the community?
 - We are talking about the OCP right now and there will be major changes. This project will not fit in the new OCP.
- John Bishop – 323 Bagshaw Street, Parksville
 - Did you review the recent public survey put out by the City?
 - Don't build on the waterfront.
 - What does foreshore rights mean?
 - The OCP says that we should be able to view the ocean, the proposed view corridors are crap.
 - The OCP says to try to respect the beach for future enjoyment.
 - Expropriate for park, the existing park has an overloaded carrying capacity, we need more park.
- Valerie Dare – 296 Jensen Avenue West
 - Do you know what kind of residential or tourist commercial will have the biggest bang for the buck in terms of tax revenue for the City?
- Gerard Archimbault – 307-220 Island Highway, Parksville
 - Who gets the road?
 - 1:1 tourist to commercial means hotel/ motel.
 - In the OCP it says that residential should be located closest to the Island Highway side of the property.
 - Did the City say why they wanted a road?
 - Will the public get another kick at the can during the process?
- Bill Bleany – 1509 Huntley Road, Parksville
 - What would you do if the City said you had to wait until the OCP review is complete?
- Bob Elphicke - #20-450 Stanford Avenue, Parksville
 - Where did you get (6) storeys from?
- Dawn Barry – 116 Butler Avenue, Parksville
 - I am concerned that the plan is too flexible. [We] have been screwed over by developers saying that they will do something and then don't.

- Would locking in to a zone ensure that we will see the same ratio of building to landscape in the end?
- Will there be any affordable housing?
- How can you say permanent residence will shop downtown?
- Regarding the ethical component: land value is speculative, municipalities are starting to be forced to follow their OCP.
- Larry Newland – 115-330 Dogwood Street, Parksville
 - As the road will be dedicated to the City will the public be able to use the visitor parking stalls?
- Christine Sillers – 353 Willow Street, Parksville
 - I like it.
 - Get over it
 - (3) storeys is good – grounding.
 - Do what is best for the tax base.
 - I would like to see more residential.
 - No more commercial. I don't know how many people actually shop downtown, there are already so many vacancies downtown.
- Chris C. (or K?, refused to sign in) – Craig Street, Parksville
 - I am offended by saying 'get over it'.
 - Hates it.
- ~~Richard Young – 850 Wright Road, Parksville Out of Area~~
 - ~~— (3) storeys but parking under makes it over?~~
 - ~~— Will there be elevators?~~
- Manley Lafoy – 375 Dogwood Street, Parksville
 - Professionals can confuse lay-people, you need to be clearer. Example: Storey height vs. meters:
 - I presume the series of little boxes will look like that. Layouts will change and will not be a barracks?
 - You commented wrong on taxation: ¼ timeshare is taxed at a different level – commercial taxation at the discretion of the City.
 - Use understandable terms.
- Larry Taylor – 103-330 Dogwood Street, Parksville
 - After the rezoning will all of your promises happen? Especially the roads and views?
 - Could these change?
- P. Powell – 205-330 Dogwood Street, Parksville
 - What is the distance between the permanent and transient residential buildings?
 - What is the distance between the residential building and the Beach Club?
- Brad Bird – Oceanside Star, Parksville
 - What is a transient building?
 - Could there be shops too?
- ~~Bruce Cownden – San Pareil, Parksville Out of Area~~
 - ~~— Currently the site is fenced – there is no requirement to provide access to the beach?~~
 - ~~— If the site was maxed out how many units are allowed currently?~~
 - ~~— The proposed project has a lower site coverage than what is currently allowed?~~
 - ~~— How many existing units are there?~~

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DEVELOPMENT PLANNING - LANDSCAPE ARCHITECTURE - ARBORICULTURE - URBAN DESIGN

- ~~— Right now the boardwalk is on private property?~~
- Anne Fairclough – 233 Crabapple Crescent, Parksville
 - You're saying residential brings in money to the city?
 - The people living in these places are going to have too much money for Parksville.
 - Kathy Taylor – 791 Fletcher Avenue, Parksville
 - I support the project.
 - I would like to be able to purchase a waterfront unit so I can walk to work and shopping and retire on the beach.
- 2. WRITTEN COMMENTS:**
- Kathy Taylor – 791 Fletcher Avenue, Parksville
 - LOVE the residential units being proposed. I work in the downtown core and would love to live in this development when it becomes available. Way to go for trying to get residential units and not only fractional ownership.
 - Barb Barrett – 311 Pioneer Crescent, Parksville
 - I am totally in favour of WATERMARK, and I know how hard Bernie and his team have worked. So let's hope this is the final step.
 - Anonymous
 - GREAT!
 - Anonymous
 - Reduce height of buildings.
 - Anonymous
 - Nigel Gray: QUIT
 - Community Wishes: NO waterfront development
 - The Current Plans: scrap them
 - OCP and Zoning: under new OCP
 - Open Space Planning: scrap
 - Anonymous
 - We do not want or need more development down on our beach. We lost enough of our famous view with the building of that piece of crap next door to you.
 - Anonymous
 - GARBAGE!

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DEVELOPMENT PLANNING – LANDSCAPE ARCHITECTURE – ARBORICULTURE – URBAN DESIGN

The meeting sign-in sheets are also attached for your reference.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. MacDonald'.

Cara S. MacDonald
Landscape Architect, MacDonald Gray Consultants

Cc: Nigel Gray - MacDonald Gray Consultants
Bernie Walsh - Walbern Ventures
Michele Cloghesy - Michele Cloghesy Consulting
Dave Smith - Focus Corporation

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DEVELOPMENT PLANNING - LANDSCAPE ARCHITECTURE - ARBORICULTURE - URBAN DESIGN

Meeting sign-in sheet

Project:	Watermark - Rezoning (Parksville Beach Hotel)	Meeting date:	July 20, 2010
Facilitator:	MacDonald Gray Consultants	Place/Room:	PCCC Gary Oaks & Arbutus Rooms

Name	Address	Phone	Fax	E-Mail
B. Lewis	35 SYLVAN PARKS	248 6384		
Barb Barrett	311 Pioneer Cres. PV	248-4827		odbob@telus.net
Archie Reddick	112-330 Dogwood PV	248-3451		
Anne Fairclough	233 CECILIALE CR	248-9611		
John Fairclough	233 CECILIALE CR	248-9611		
Willie Skarup	579 Vine Dr. P/V	248-8816		
Ronda Murdock	215 Chestnut St	248-3667		RMcshawcable.com
DAWN BARRY	116 BUTLER AVE	248-5268		dbarry47@shaw.ca.
G. ARCHAMBAULT	308-220 2nd Hwy	251-0549		
Kathleen Taylor	791 Fletcher Ave	947-9484		cochrane.mrst@shaw.ca
Barb Bishop	232 BAGSAMW	947-9919		tinybubbles@shaw.ca
Estelle CHART	111-330 Dogwood			
LARRY NEWLAND	115-330 ✓	248-7289		
MICHAELA SCHMIDT	378 YOUNG STR	248-0478		
DOUG/LIVIE	980 Maple Lane	954-0034		
COSSAR				
DOUG + VANESSA HOLMES	47 HAMILTON AVE	248-9687		
Alice Ray	369 Willow St	248-9675		

Meeting sign-in sheet

Project:	Watermark - Rezoning (Parksville Beach Hotel)	Meeting date:	July 20, 2010
Facilitator:	MacDonald Gray Consultants	Place/Room:	PCCC Gary Oaks & Arbutus Rooms

Name	Address	Phone	Fax	E-Mail
M ERICKSON	335 HIRST AVE W	248-6203		
D. ROSS	#402 - 1941 PARKSIDE DR	746-9898 2752-0857		Ross@pcc.ca
M. COX	114-330 Logwood St.	954-3228		
M. Barry	294 - W. Hirst	954-3535		
Jan O'Leary	269 James St	2485772		
S. GAUTHIER	283 Crabapple	954-6427		
M. JESSEN	1266 JUKES PLC	752-4579		
JOHN BISHOP	232 BACSTAW ST.	947-9919		
Don Luke	116-320 Logwood St	248-5230		PS LUKE @ TELUS.NET
George Hansen	151 Despard	618-1410		
Magnus Hansen	"	"		
Bill Blaney	1509 Hentley.	248-4145		
E BOHN	562 VINE	249-9568		
M. Whitford	405 Heath Av.	248-2177		
M. Nielsen	483 HIRST AVE W.	248-6848		
PAUL "	" " " "	"		
D. SILLERS	353 WILLOW ST	951-0578		
R LOVELL	120 N FINHOLM #59	586-8686		

Meeting sign-in sheet

Project:	Watermark - Rezoning (Parkville Beach Hotel)	Meeting date:	July 20, 2010
Facilitator:	MacDonald Gray Consultants	Place/Room:	PCCC Gary Oaks & Arbutus Rooms

Name	Address	Phone	Fax	E-Mail
Bea Johnson	306-335 NWA	248-8506		
B. Battley	294 W. HIRST #104	248-6907		
B. ROSS	402-194 BEACHSIDE DR	752-1857		
J. Coleman	611 Sanderson	248-6085		
A. Wheeler	428 Dogwood.	248-9053		
C. WIGHT	670 WEDGEWOOD CR.	248-0429	-	-
Joanne Braun	202 Martindale Rd	951-3652		
Val Dare	296 Jensen Ave. W	586-6683		
N. WILTON	303-266 W. HIRST AVE	248-7125		
G. Murdoch	215 Chestnut St.	248-3667		
P. Powell	205-330 Dogwood St	586-4552		
L Taylor	103-330 Dogwood St	954-3814		
BOB DEAN	767 ERMINEKIN AV	248-3741		
ROB JENSEN	224 EVERGREEN ST.	248 7850		
Richard Young	850 WRIGHT	954- 2039		
Christine Sikes	353 Willow St	951-0578	-	-
Harold Meeker	493 Pioneer Cres	248-0391		
A-J. MOORE	696 FOX TAIL	954-3303		

Meeting sign-in sheet

Project:	Watermark - Rezoning (Parksville Beach Hotel)	Meeting date:	July 20, 2010
Facilitator:	MacDonald Gray Consultants	Place/Room:	PCCC Gary Oaks & Arbutus Rooms

Name	Address	Phone	Fax	E-Mail
B. Brooks	156 HERCULEAN WAY DV	248-9855	-	
A.E. Alexander	#5-631 Blenkin Ave Parksville	248-5048	-	
D Jolly	310 Martindale Parksville	248-4660		
K Berdon	479 W. Hirst	951-6420		
AL GRIFFIN	222 LODGEPOLE DR.	248-1285		
A. Elphicke	#20-450 Stanford	248-4501		
B. Elphicke				
Rick Sullivan	678 Ironwood	248-1174		
Brad Bird	Park. Ocean side Star	954-0600		
J. Fukunaga	180 Pym	954-0549		

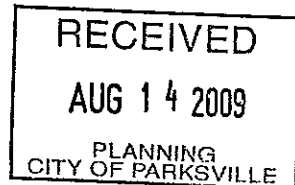
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Project:	Watermark - Rezoning (Parksville Beach Hotel)	Meeting date:	July 20, 2010
Facilitator:	MacDonald Gray Consultants	Place/Room:	PCCC Gary Oaks & Arbutus Rooms

Name	Address	Phone	Fax	E-Mail
NALIA HAMANN	78-120 Finkholm STN.			
Doreen Moor	696 Sactail	9543308		
CJ Waters	479 W. Hirst Ave.	248-1790		
R. ADAMS	105 E. ISL HWY	248-3171		
J. BROOKS	156 MERIDIAN	248 9851		
R. D. ELLIS	264 Lodgepole Dr	2401727		
C. MACFIE	PHEASANT PL	9547		
M. V. FOX	315 dogwood	954-2365		W. H. C. Shaw
Ronalyn	801 Manner Way	9540676.		
CAROL H. HAN	692 Woodburn	248-9174		
N. N. REIMER	694 ABERNATHY	248-4542		

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DEVELOPMENT PLANNING - LANDSCAPE ARCHITECTURE - ARBORICULTURE - URBAN DESIGN



THE SUSTAINABLE COMMUNITY BUILDER CHECKLIST



The Sustainable Community Builder Checklist

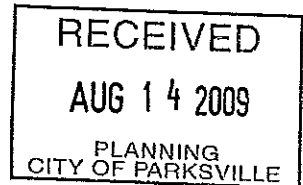
Environmental Protection and Enhancement

Please explain how the development protects and/or enhances the natural environment. For example does your development:

	YES	NO	EXPLANATION
1. Conserve, restore, or improve native habitat?	✓		The open space, or inner courtyard, will be landscaped with local species creating and restoring natural habitat.
2. Remove invasive species?	✓		Any invasive species will be removed.
3. Involve innovative ways to reduce waste, and protect the air quality?	✓		Reduce waste with recycling bins. Reduction of hard surface landscaping, reduced surface parking and enhancement to natural landscape to reduce heat island effect.
4. Include an ecological inventory?	✓		Included in the Environmental Overview Report – Site Quality Survey.

Please explain how the development contributes to the more efficient use of energy. For example does your development:

	YES	NO	EXPLANATION
5. Use climate sensitive design features (passive solar, minimize the impact of wind, and rain, etc.)?	✓		Large overhangs minimize rain and solar heat gain while site planning and building placement minimizes the impact of the northwest winds.
6. Provide onsite renewable energy generation such as solar energy or geothermal heating?		✓	
7. Propose buildings constructed in accordance with LEED, and the accepted green building standards?		✓	



Please explain how the development facilitates good environmentally friendly practices. For example does your development:

	YES	NO	EXPLANATION
8. Provide onsite composting facilities?		✓	
9. Provide an area for a community garden?		✓	
10. Include a car free zone?	✓		The Inner Courtyard will be pedestrian access only. The future Pedestrian Boardwalk will link this site with the adjacent waterfront properties.
11. Include a car share program?		✓	The subject site will be in close proximity to the adjacent waterfront properties and the Downtown Core.

Please explain how the development contributes to the more efficient use of water. For example does your development:

	YES	NO	EXPLANATION
12. Use drought tolerant plants?	✓		Indigenous species will be used.
13. Use rocks and other materials in the landscaping design that are not water dependant?	✓		Seasonal dry creek bed / raingarden to be incorporated.
14. Recycle water and wastewater?		✓	
15. Provide for zero stormwater run-off?		✓	Rainwater infiltration will be incorporated where feasible. An adequate sized piped drainage system will be extended to the site.
16. Utilize natural systems for sewage disposal and storm water?	✓		Roof rainwater will be directed to onsite raingarden areas. Some road drainage to be directed to infiltration chambers.
17. Use low flush toilets?	✓		

Please explain how the development protects, enhances or minimizes its impact on the local natural environment. For example does your development:

	YES	NO	EXPLANATION
18. Provide conservation measures for sensitive lands beyond those mandated by legislation?	✓		There are no sensitive ecosystems on the site as identified by the environmental consultant.
19. Cluster the housing to save remaining land from development and disturbance?	✓		The Inner Courtyard will be preserved as a pedestrian access route. Development will not occur within this area.
20. Protect groundwater from contamination?	✓		Oil / Grit Separators will be installed along roads with piped drainage facilities.

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Please explain how the development protects a 'dark sky' aesthetic by limiting light pollution and light trespass from outdoor lighting. For example does your development:

		YES	NO	EXPLANATION
21.	Include only "Shielded" Light Fixtures, where 100% of the lumens emitted from the Light Fixture are projected below an imaginary horizontal plane passing through the highest point on the fixture from which light is emitted?	✓		Shielded light fixtures will be used to prevent glare and sky glow. Lighting fixtures will be carefully installed to minimize their impact beyond the property line. Exemptions include street and emergency lighting.

Community Character and Design

Does the development proposal provide for a more "complete community" within a designated Village Centre? For example does your development:

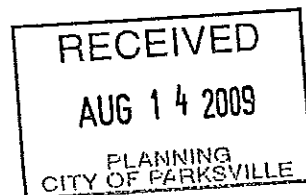
		YES	NO	EXPLANATION
22.	Improve the mix of compatible uses within an area?	✓		Increase the residential density near the downtown commercial area and the commercial area of the Beach Club development.
23.	Provide services, or an amenity in close proximity to a residential area?	✓		Pedestrian boardwalk will link the site to adjacent waterfront properties and public access to allow for a connection to Beachside Drive and to the Downtown Core.
24.	Provide a variety of housing in close proximity to a public amenity, transit, or commercial area?	✓		Range of unit sizes close to the Downtown Core.

Please explain how the development increased the mix of housing types and options in the community. For example does your development:

		YES	NO	EXPLANATION
25.	Provide a housing type other than single family dwellings?	✓		
26.	Include rental housing?		✓	
27.	Include seniors housing?		✓	
28.	Include cooperative housing?		✓	

Please explain how the development addresses the need for attainable housing in Parksville. For example does your development:

		YES	NO	EXPLANATION
29.	Include the provisioning of Affordable Housing units?		✓	



Please explain how the development makes for a safe place to live. For example does your development:

		YES	NO	EXPLANATION
30.	Have fire protection, or include fire prevention measures such as removal of dead fall, onsite pumps, etc?	✓		The buildings will be sprinklered. An adequate supply of water and onsite and offsite fire hydrants will be provided.
31.	Help prevent crime through the site design?	✓		The units will be oriented to face the Inner Courtyard and the vehicle access routes.
32.	Slow traffic through the design of the road?	✓		The relatively narrow width of Beachside Drive along with incorporation of onsite and offsite parking stalls and drop-off areas will require reduced traffic speed.

Please explain how the development facilitates and promotes pedestrian movement. For example does your development:

		YES	NO	EXPLANATION
33.	Create green spaces or strong connections to adjacent natural features, parks and open spaces?	✓		The Inner Courtyard provides a view to the waterfront from the Alberni Highway / Highway 19A intersection location.
34.	Promote, or improve trails and pedestrian amenities?	✓		A public pedestrian beach access route will be provided along the eastern driveway access.
35.	Link to amenities such as school, beach & trails, grocery store, public transit, etc.? (provide distance & type)	✓		The pedestrian access route is a 1.5m concrete sidewalk which will be accessed from Beachside Drive linking the beach to the Downtown Core.

Please explain how the development facilitates community social interaction and promotes community values. For example does your development:

		YES	NO	EXPLANATION
36.	Incorporate community social gathering places? (village square, halls, youth and senior facilities, bulletin board, wharf, or pier)	✓		The future pedestrian boardwalk will link the site to adjacent waterfront properties.
37.	Use colour and public art to add vibrancy and promote community values		✓	
38.	Preserve heritage features?	✓		There are no heritage features on the property.

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Does the development proposal infill an existing developed area, as opposed to opening up a new area to development? For example does your development:

		YES	NO	EXPLANATION
39.	Fill in pre-existing vacant parcels of land?	✓		The redevelopment of the site will allow for a better and more efficient use of the property.
40.	Utilize pre-existing roads and services?	✓		The redevelopment of the Beach Club site has allowed for the extension of servicing to the subject site including Beachside Drive.
41.	Revitalize a previously contaminated area?	✓		There are no known contaminated areas within the site.

Please explain how the development strengthens the local economy. For example does your development:

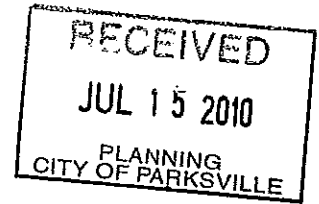
		YES	NO	EXPLANATION
42.	Create permanent employment opportunities?	✓		Gardening and maintenance services.
43.	Promote diversification of the local economy via business type and size appropriate for the area?	✓		Increased population of full-time residents will provide stimulus for local business. Local business will react positively by adjusting their services and creating additional commercial establishments.
44.	Increase community opportunities for training, education, entertainment, or recreation?		✓	
45.	Use local materials and labour?	✓		Use of local materials and labour where possible.
46.	Improve opportunities for new and existing businesses?	✓		Providing for a greater population within walking distance to the Downtown Core.
B O N U S	Please explain if there is something unique or innovative about your project that has not been addressed?			While the development provides for 123 units and a population of approximately 300, it has a Floor Area Ratio well below that permitted in the RS-3 zone, resulting in a pedestrian friendly site with significant open space and views to the ocean and distant mountains.
Total Number of "Yes"		33/46	13	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.
SCORE		72 %		



macdonald gray

By Hand
July 15th, 2010

City of Parksville
100 Jensen Avenue East
Parksville, BC
P.O. Box 1390
V9P 2H3



Attention: Gayle Jackson, Director of Community Planning and Building

Dear Gayle:

Re: 'Water Mark' Zoning Amendment – Lot 1 District Lot 89, Nanoose District, Plan VIP78996 (161 Island Highway West) – Planning File 3360-09-02

The following letter is a response to the preliminary staff review of our application (Planning and Engineering), dated April 28th, 2010 and Fire Department Memorandum, dated October 7, 2009.

The project team has undergone changes over the past few months with MacDonald Gray assuming the Applicant role as well as an advisory planning role for the overall project on May 11, 2010. Since that time the consulting team has listened to your advice as well as community sentiments to tailor the project to comply with the intent and wording of Official Community Plan Bylaw, 2002, NO. 1370. An Itemized response to your response comments can be found below.

Please note that we will be holding a 'Public Information' meeting on July 20th, 2010 at the Parksville Community Conference Centre (PCCC) – Garry Oaks and Arbutus rooms from 6:00 – 8:30PM. City Planning Staff and Council will be invited to attend at their discretion.

1. OCP Compliance:

It is clear that there was no appetite for an OCP amendment at the time of application in August 2009. As such we have reworked the land use proposal to meet or exceed the guidelines and requirements of the OCP language in every relevant instance. The resulting re-submission reflects this approach, and as such will no longer require an amendment component. A 'Mini – OCP Review' should not be required for this rezoning proposal which is aligned with the expressed desires of the community. OCP guidelines and intent have been addressed in the following manner:

• Section 4.10.2 -Parksville Bay Waterfront - Land Use Policies

Mixed Waterfront Commercial-Residential is the current land use proposal. Residential use (up to 50% of the total floor area permitted on the site), balanced with a slightly larger tourist commercial and a retail/commercial component linked to the newly constructed 'Waterfront Walkway' satisfies all current land use policies (Sections: 4.10.2.1, 4.10.2.1.1).

1. We appreciate that the City will now prepare a new zoning category that is appropriate to the proposed land use mix in support of this application (Section 4.10.2.1.2);
2. Permanent residential uses abut the southern property line closest to the Alberni Highway (please note that this property does not abut Highway 19a) and do not extend beyond 30% of the distance of the existing foreshore property line (Section 4.10.2.1.2., 4.10.2.1.2 (1));

3. We are seeking a Comprehensive Development (CD) zone per your recommendation at our last meeting (June 8, 2010), but we remain amenable to split zoning to permit land use specific subdivision in the future. (Section 4.10.2.2.1. (2));
4. We are not seeking a graduated density bonusing structure; nor are we seeking increased building heights that would result in apartment tower massing with accompanying vast impervious surface parking lots. We strongly believe that the community is opposed to further urban tower form densification of the waterfront. We will be limiting our building heights to a (3) storey height in order to create a more human scale ground-oriented massing that is less imposing along the beach and foreshore. Floor area ratios will not exceed that of the existing zoning. (Sections 4.10.2.1.3, 4.10.2.1.3 (1));
5. Unlike previous development proposals, we are proposing a waterfront walkway park dedication of 7m, which will turn over all foreshore environmental protection and future waterfront land accretion to the community. All resulting structures will meet the 18m-setback requirement identified in the OCP (Section 4.10.2.1.5). As the waterfront walkway has already been constructed through provincial grant funding, we proposing a public walkway connection and pavilion feature to marry with the existing waterfront walkway detailing as a supporting amenity contribution;
6. Two major view corridors will be retained through the site looking out to the coast mountain range (refer to Figure 1 below). The required 20m-view corridor aligned with the Alberni Highway will be retained, 6-18m of which will be dedicated to the City as a Statutory Right of Way (SRW). and Greenway Trail connection, essentially bisecting the subject property. The actual view corridor proposed from building face to building face is proposed at 58m, nearly (3) times the required width. A second view corridor free of buildings will be retained between the Beach Club Resort and 3 storey residential buildings a long the western property line, providing a sequence of views from Highway 19a (Section 4.10.2.1.6). We are not seeking height variances to recoup diminished development rights, as mentioned above (Section 4.10.2.1.6a);

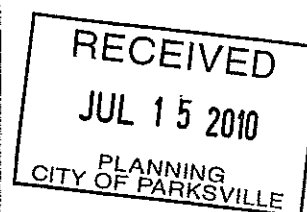
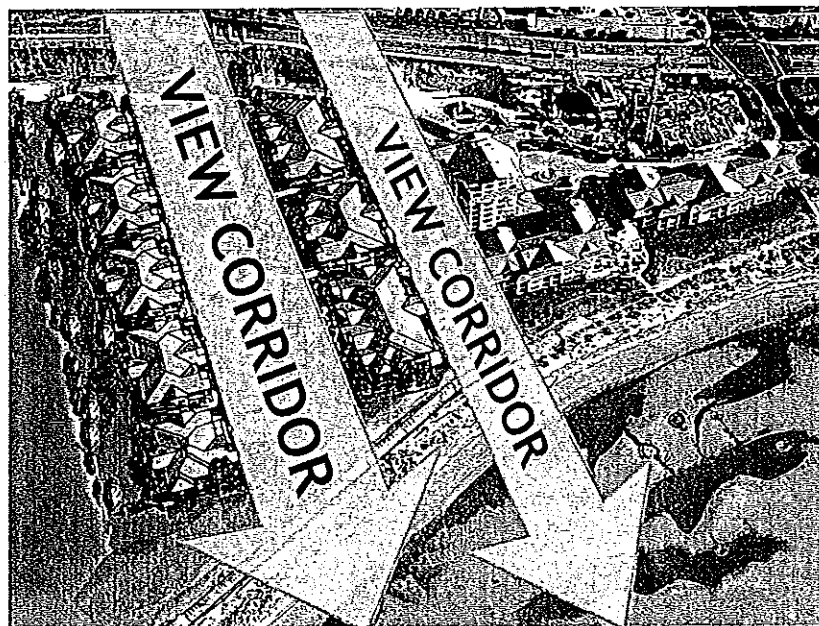


Figure 1 -Proposed View Corridors from Alberni Hwy & Morrison Clock Park. Original artwork by Michele Cloghesy, Urban Planner

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- **Section 4.10.3. - Waterfront Walkway**

The Waterfront Walkway is now in place (completed in 2010) providing a significant amenity to the community. Under this development proposal we intend to provide additive amenity contributions that improve overall pedestrian connectivity through the site from the downtown core to the waterfront.

Of note is a direct SRW connection from the foot of Alberni Hwy to the Waterfront walkway, identified by the addition of a walkway feature pavillon acting as a cognitive way finding device. As the slope down from the Alberni highway is quite steep, this proposal includes the construction of a wheelchair accessible ramp connection to the future Beachside Drive extension (Sections: 4.10.3.1).

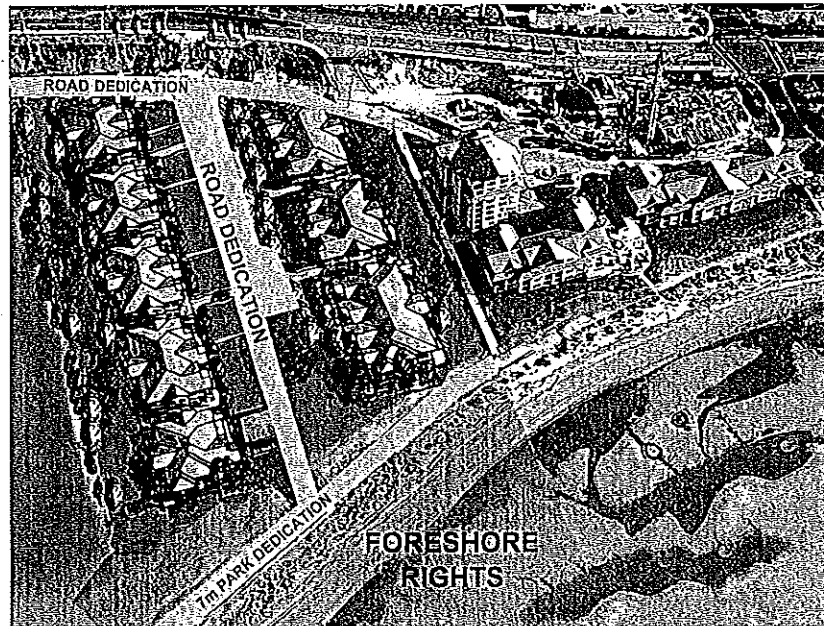
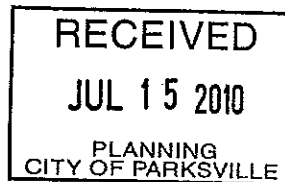


Figure 2 - Proposed Land Dedications, original artwork by Michele Cloghesy, Urban Planner



- **Section 4.10.4 - Access to Water**

As mentioned above, a 20 m view corridor aligned with the Alberni Highway will be retained, 6-18m of which will be dedicated to the City as a SRW and Greenway Trail connection, essentially bisecting the existing property (refer to figure 2 above). This is being accommodated despite the fact that a subdivision of the property is not currently being requested (Sections 4.10.4.1, 4.10.4.2).

2. Other

- **Request for a higher and more compressed building form**

The consulting team and the developer feel strongly that the type and intensity of building form proposed is appropriate to this site and the sustainable form and character of the community as a whole. It is our professional opinion that a tower built form is not appropriate to this property (refer to figure 4, pg. 4). It is also our contention that a ground oriented human scale development is much more appropriate to Parksville's small town resort charm and character.

Ground oriented medium density development patterns require less material consumption, transfer of heavy concrete materials, extensive pile driving, reduce green house gas emissions and overall construction costs¹. This type of development has also proven to be much more effective for community socialization by having units that access ground level directly at multiple

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points increasing interactivity between building residents and the community-at-large. This represents the social aspect of sustainable development."

Furthermore, in order to achieve "higher and or more compressed building form" the site would need to accommodate a vast impervious surface parking component effectively negating any open space benefit. Higher building forms are in fact not more compressed, effectively standing a ground oriented building on end. This approach would create an inappropriate big city skyline more suitable to larger urban centres where property values support extensive underground parking. This site also has a high water table making full underground parking non-viable.

There may be public health and safety issues associated with the current capacity of the fire department to respond to high-rise fires, which would be exacerbated by additional tower development within the community.

- **Capturing extra density at a later date.**

As this current development proposal density is significantly less than what could be sought under the current OCP, this comment would appear to be moot. We fully expect that City Planning staff will draft a zone that is appropriate to this proposal, retaining the proposed expansion of view corridors and ground oriented building form.

- **Beach Club reference to permanent residential issues.**

Issues with the Beach Club development either by the community or at the Staff level are not relevant to this proposal. This revised development proposal is completely separate, has significantly lower density and a less intensive site planning approach.

- **Commercial component mentioned at the Advisory Planning Commission (APC) meeting (April 15, 2010)**

This was new information that should have been vetted through the Planning Department prior to the APC presentation. We apologize for any inconvenience that this may have caused to Staff. The commercial / retail component has now been resolved to meet OCP Guidelines.

3. Technical

- **Scope of underground parking**

The underground parking component as proposed is more akin to an under-building parking approach. Parking spaces will be slightly lower than finished grade, with the balance of the height of the parking level above grade. The precise nature and configuration of the parking structure will be refined during subsequent and more technical permitting processes.

- **Surface Parking**

Additional surface parking for visitors has been provided per your recommendations. There is room within the proposed road dedication to accommodate parallel parking for the public, at the discretion of the City Engineer.

- **Engineering matters are addressed in part below and with the separate project engineering re-submission.**



Figure 4 – Adjacent tower development dwarfs the current Parksville Beach Resort and creates an awkward architectural massing transition from 9 storeys to 2 storeys. The current 3-storey proposal should aid in 'bringing down' and mitigating the visual dominance of adjacent apartment blocks on the waterfront skyline.

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4. Engineering

- 1) An updated Conceptual Servicing Report was submitted in June by the Focus Corporation per your request;
- 2) A new traffic study has been undertaken by Nova Trans Engineering (and is included with our resubmission, per your request);
- 3) Beachside Drive Connection / Road Access / Pedestrian Connectivity / Emergency Services

The development team does not support the further extension of Beachside Drive. However, under the current development proposal we have included a roadway dedication that extends to the Park Sands RV Resort property line. The adjacent landowners will not allow a connection of Beachside Drive through their property rendering further discussion on the topic moot for the foreseeable future.

The current property access from Highway 19a, which has recently been restricted to a right-in-right-out configuration, remains viable as an interim connection until the city is able to acquire the necessary private lands through development, or by other legal means. This connection is also sufficient to accommodate emergency vehicle access to the site. If there is a service concern right now, it could be attributed to the access change undertaken by the City.

- a. The Project Engineer has developed an acceptable alignment concept through to the Community Park, which has been submitted to the Engineering Department to inform future decisions related to a Beachside Drive Connection. The Owners of the Park Sands RV Resort have not endorsed this connection. Refer to the figure below;

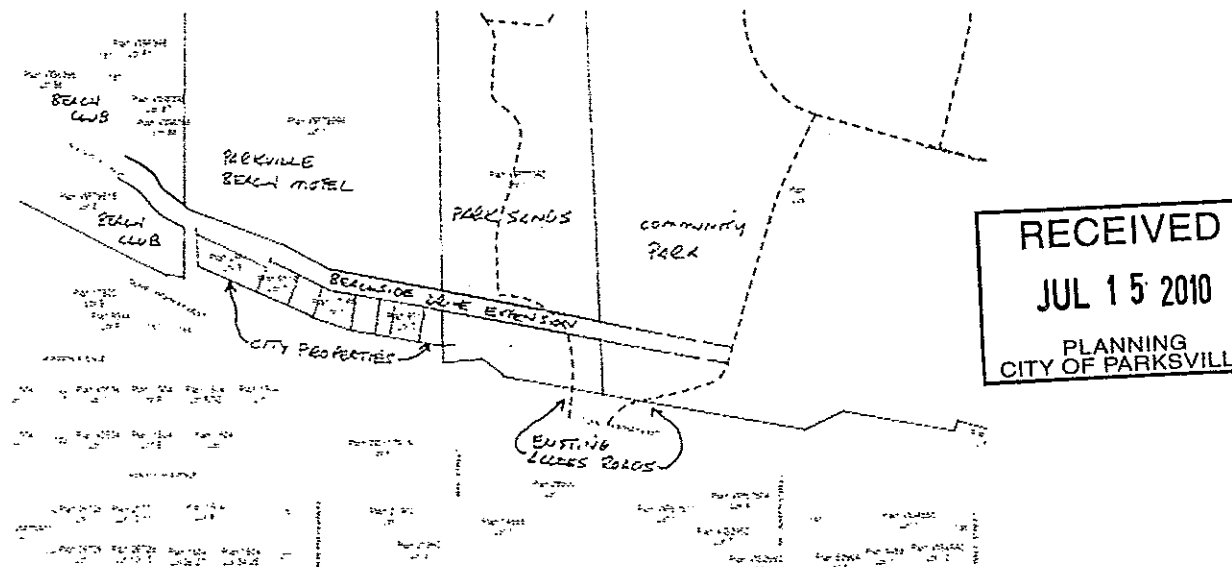


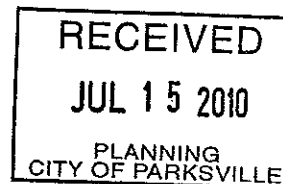
Figure 5 - Beachside Drive Alignment Sketch, prepared by Focus Corporation

- b. A connection of Beachside Drive through to the Community Park is not possible at this time. There is a separate privately held property between the two properties, which is outside of the realm of influence for this project. Refer to notes above.
 - o In discussions with City Engineering, Operations and Planning Staff a number of options, including a direct vehicular connection to Alberni Highway were investigated further. This investigation was undertaken at the owner's expense. Findings confirmed that the connection to Alberni Highway would negatively diminish development rights on adjacent Civic properties;

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- Pedestrian and cyclist connectivity is proposed through the dedication of a central greenway corridor and trail network that is aligned directly with the Alberni Highway. Trail connections include an accessible ramp/stair configuration to and from Highway 19a and the future Beachside Drive extension;
 - This approach should serve to enhance connections between the Downtown core and the waterfront, which have been the subject of numerous City studies, including the Community Park Master Plan and Downtown Revitalization Strategies for the City of Parksville;
- c. Per Staff recommendations, parking bays no longer interrupt sidewalks along Beachside Drive. Angle parking along the south side of Beachside Drive was later rejected in conversation with City Staff, as it would negatively impact City lands.
- 4) Beachside Drive Right-of-Way Alignment**
- The balance of the Beachside Drive right-of-way has been shifted onto the subject property reducing encroachment onto City lands, per the Staff request;
- 5) Public Sidewalk / Beach Access**
- The public walkway connection and beach access have been relocated to the centre of the site, per the Staff request. This was at Staff request and will create a more direct accessible pedestrian connection between the core area and waterfront, preserve trees on adjacent properties and reduce impervious surface coverage on the site;
- 6) Stormwater Source Controls and Environmental Stewardship**
- Integrated stormwater management practices (ISMP) are a key component of the landscape architecture concept and civil engineering design, which is reflected on the project concept plans. Please refer to the Civil Engineering and Landscape Architecture drawing submissions for more information;
- 7) Flood Protection Elevation**
- Occupied spaces are located above flood elevation. This an architectural requirement that will be covered in detail during subsequent technical permitting processes;
- 8) Recreation Building**
- The recreation building has been removed in favour of a commercial / retail building located adjacent to the waterfront walkway;
- 9) Connectivity to the Waterfront Walkway Boardwalk**
- The 7m Waterfront Walkway is to be dedicated to the community as a park, turning over foreshore rights, future accretion and access control to the community. The revised central greenway / SRW dedication will provide an improved access situation through the site (refer to Figure 2, pg 3);
- 10) RDN Utility Coordination**
- The project engineer has discussed utility crossings with RDN staff. Refer to civil engineering drawings and correspondence;
- 11) Underground Utilities**
- Refer to civil engineering drawings and correspondence;



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12) Community Amenity Contributions

Community amenities provided in support of this rezoning proposal are as follows:

- 7m Waterfront Walkway park dedication along the entire length foreshore, returning foreshore rights, accreted land capture and environmental control of the coastal foreshore to the community;
- A Waterfront Walkway feature area pavilion will be constructed to the Engineering Department specification within the central greenway / road dedication to match the two structures currently in place at the Community Park and McMillan Street;
- A 6-18m greenway / municipal road dedication running north-south across the site, including roadway, 3m multi-use trail, and 6m service road / pathway construction will be provided;
- The balance of 11.3m road dedication and construction of Beachside drive as required to extend the roadway across the site to the Park Sands property line will be provided;
- An accessible pedestrian staircase and wheelchair ramp access from Highway 19a to Beachside Drive directly aligned with the Alberni Highway will be constructed as a function of this development, subject to City approval;



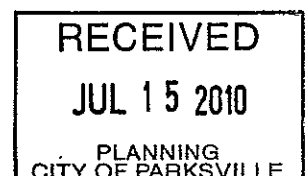
A feature area to match the two existing pavilions will be constructed to maintain the cognitive way finding intent of the original Walkway concept.

Conclusion

The carefully considered open space arrangement and inclusive access and circulation program will complement the urban character of Parksville's Downtown Core and waterfront area, and help to trigger further revitalization in an area currently in transition. The ground oriented medium density development approach, with units overlooking shared outdoor spaces and the public greenway link will also provide excellent natural surveillance and the associated benefits of CPTED for resulting public amenity spaces.

Through several productive meetings and careful coordination with City of Parksville Staff, the revised development proposal has been carefully considered to meet the specific language and intent of Parksville's Official Community Plan (OCP). City Staff time and professionalism has been a key to achieving an appropriate infill development proposal intended to enhance the community's primary waterfront asset. The consulting team is looking forward to a continuing productive working relationship with the City.

All applicable OCP land use policies have now been met or exceeded. We respectfully request that the City expedite this rezoning application to the extent possible (as described in the sentiment of OCP Section 4.10.1.2.2.). We are prepared to return to the next available Advisory Planning Commission meeting with an updated project presentation.



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Sincerely,



Nigel P.I. Gray

Land Use Planner / Landscape Architect, MacDonald Gray Consultants

Cc: Bernie Walsh, Owner -Walbern Developments
Dave Smith, Senior Planner – Focus Corporation
Michele Cloghesy MBCSLA MCIP, LEED A.P., Urban Planner
Cara MacDonald MBCSLA ISA, Project Manager – MacDonald Gray Consultants
Mayor and Council - City of Parksville

Please Circulate to:

Ian Radnlidge P.Eng, Director of Engineering – City of Parksville
Mike Squire ASCt, Manager of Operations – City of Parksville
Blaine Russell, Manager of Current Planning –City of Parksville
Doug Banks, Fire Chief – City of Parksville

Reference Documents:

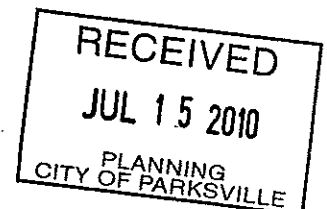
ⁱ Sustainable Urban Landscapes: The Brentwood Design Charrette (1999)

Patrick M. Condon and Joanne Proft, Eds. 1999. University of British Columbia, James Taylor Chair in Landscape and Liveable Environments. ISBN 0-88865-646-73

ⁱⁱ Metro Vancouver Ground-oriented Medium Density Housing Best Practices Guide 2003 (GOMDH)

Ibid., 11; Greater Vancouver Regional District – Housing Subcommittee GVRD Technical Advisory Committee, Vancouver, BC: Greater Vancouver Regional District, 2003,

This best practices guide showcases innovative and successful initiatives of GOMDH around the region. This 2003 series, an update of the 2000 series, includes 25 ground-oriented housing projects in the planning stages, under construction, or built within the last three years. These examples demonstrate the continued innovation of local governments in partnership with design professionals, and the non-profit and market development communities.



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Parksville Fire Department

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

**MEMORANDUM**

DATE: July 28, 2010

TO: Gayle Jackson, Director of Planning

FROM: Marc Norris, Deputy Fire Chief

SUBJECT: Revised Plans - Zoning File 3360-09-02 (161 Island Hwy. West)

REFERENCE: Legal: Lot 1, District Lot 89, Nanoose District, Plan VIP78996
Civic: 161 Island Highway West
Registered Owner: Parksville Beach Development Inc., Inc. No. 683777
Applicant: The Focus Corporation Ltd., c/o Dave Smith
Planning File: 3360-09-02

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

Comments Specific to this Zoning Amendment Application**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 to meet the provisions of the BC Building Code. This revised layout however offers less practical access to the site for the purposes of firefighting than was available in the previous design.

It is unclear from the plan whether or not there would be 360 degree access to the building for the purposes of manoeuvring hose, ground ladders and other firefighting equipment and personnel, specifically in the areas currently showing underground parking entrance/exit points between the buildings. If these entrance and exit points were to block access for firefighting to the adjacent building sides, the fire department would object to the configuration.

Currently Beachside Drive is accessible only from McMillan St. This roadway is narrow and poses a potential problem for emergency access and evacuation of the area. Additional access to Beachside Drive via some other point would be desirable.

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.

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.

It is noted that the fire flow requirements will be substantial and that it is most likely that multiple on-site hydrants will be required in conjunction with off-site hydrants in order to meet fire flow and 'hydrant to fire department connection' spacing requirements.

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:

Fire Safety Inspections: It is anticipated that this development will add nine (9) regular fire & life safety inspections per annum, along with any reinspection(s) or follow-up time as may be necessary.

Emergency Incidents: A development of this nature is expected to add two to three (2 to 3) fire department responses per year.

Pre-Incident Planning: The development of Pre-incident plans for each building on the site including fire safety and protection system information, building construction information and hazards specific to the individual occupancy will be required.

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;
- ☐ Stairwell identification and numbering;
- ☐ Fire smart landscaping;
- ☐ Civic addressing and internal numbering/naming scheme(s): A submission, showing the proposed civic addressing, building identification and unit numbering scheme, is requested.

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 consider making a monetary contribution to be used by the fire department for items and/or activities 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.

Please contact the undersigned with any questions.



MARC NORRIS
Deputy Fire Chief

MN/

cc Doug Banks, Fire Chief



ENGINEERING & OPERATIONS

1116 HERRING GULL WAY
P. O. BOX 1390
PARKSVILLE, BC V9P 2H3

MEMORANDUM

DATE: September 1, 2010
TO: Gayle Jackson, Director of Community Planning
FROM: Fred Pakkala, Engineering Technologist

REFERENCE: 161 Island Highway West - Preliminary Comments No. 2
Parksville Beach Motel Resort Development Re-Submission (Rezoning)

CITY FILE #: 3360-09-02

The Engineering Department has undertaken a review of the rezoning application package re-submission for the above noted development, which included revised preliminary site layout and concept drawings, dated July 15, 2009, prepared by Focus Corporation - Engineering Consultants and MacDonald Gray - Planning Consultants. Also included was an updated Site Traffic Impact Assessment by NovaTrans Engineering Inc.

The Site and Proposed Onsite Access:

In brief the revised submission retains the two rows of 3 story buildings but provides a single, central road access for the development. It is not clear to Engineering which side of the development is proposed for resort use and which is proposed for residential. Clarity on this issue would be beneficial to enable a complete review.

As we understand it, the central road is proposed to be an 18m wide public road dedication, to be owned and maintained by the city, complete with an 8.6m roadway to a similar standard to Beachside Drive, a parallel separated 3 m wide paved multi-use pathway to the northern extent of the proposed cul-de-sac, and a 6.0m wide paved public walkway / service road connection to the newly constructed waterfront boardwalk walkway beyond that point. A variance would be required to accommodate the proposed road standard. As well the developer is proposing to provide a wheelchair accessible ramp connection from the terminus of the Alberni Highway to the proposed Beachside Drive extension which is aligned with the proposed multi-use walkway on the east side of the proposed north-south roadway. A cul-de-sac is proposed at the northern extent of the proposed north-south roadway to enable vehicle turn around. The cul-de-sac design does not meet City Bylaw standards and should be revised accordingly per Standard Drawing R11. Of particular note, the road dedication is not sufficient to accommodate the proposed cul-de-sac, nor is the provided driving surface

adequate (for cul-de-sac's with islands the minimum outside diameter of the driving surface shall be 26m). Provision for a drop off and pick up area shall be provided. No public parking provisions have been made. 24 - 90 degree resident and visitor parking stalls are proposed along the proposed north-south public access roadway which may tend to lead to conflicts between the public and the private use of these lands. It is recommended that the applicant be required to provide adequate public parking to accommodate the high level of anticipated parking demand in this area. Onsite parking allowances for visitors, future employees, delivery and moving trucks should also be provided. The proposed parking garage access and exit strategy should be reviewed and revised to avoid inhibiting traffic movements, avoid conflicts with proposed parking as well as to allow for safe egress. It appears that the underground parking access ramp interconnections with the cul-de-sac may create traffic movement/safety concerns. Turning movements for roadway parking and access ramps at the roadway should be reviewed and revised if conflicts are evident.

Roads / Traffic / Access - Proposed Road Network and Site and Community Access:

The City has struggled to ensure that a strong local access road network is constructed in conjunction with development as it proceeds in this area. The area is strategically important to this City as a community and public amenity and is one of the key gateways for views and access to the water from the downtown. The City allowed the Beach Club development to proceed due to its close proximity to MacMillan Street on the basis of a full movement signalized access at MacMillan Street and right in/right out access to the parking garage from the Island Highway at its eastern edge. This access is also currently built to enable secondary emergency access to Beachside Drive on a temporary basis and is far too steep, at approximately 15%, to form a permanent public road access to Beachside Drive. As the Planning Department and Council are aware from previous discussions in this regard, a permanent access link is required to interconnect Beachside Drive with the local road network to the east. Wherever possible the design solution should not only link to a signalized access with the Island Highway to enable vehicular and emergency access, it should also enable pedestrian and cyclist movements to the beach from downtown at reasonable grades (currently the very steep bank contributes to creating a barrier to movement) and work toward breaking down some of the perceived barriers the highway and steep bank creates between the water and the downtown. There are two more apparent workable solutions to interconnect Beachside Drive to the east, both of which have been the subject of previous reports to Council:

1. Extend Beachside Drive through to the existing Community Park roadway to the east along the toe of the bank, leaving sufficient space between the Island Highway and Beachside Drive to incorporate some the community plan visions for plazas, view corridors, low scale retail/commercial and the provision of parking integrated into the slope through a parking structure.
2. Interconnect Beachside Drive to the Island Highway aligned with Alberni Highway, providing for a strong link to the waterfront at gentle/gradual grades by transitioning to existing ground levels along the extent of Beachside Drive along the development frontage and into the proposed development site.

In 2009 the current applicant approached the city to request that Council change its previous direction which was to interconnect Beachside Drive with the Island Highway at Alberni

Highway (as outlined in item 2 above), for a number of reasons and in particular due to the land impact/intrusion into the development lands of the roadway designs considered at the time. In response, Engineering had a review undertaken by a traffic consultant, Boulevard Transportation, which indicated from a traffic volume perspective the McMillan Intersection could handle the traffic volume of the Beach Club and the proposed development at a decreased level of service. The City's consultant also indicated that a Beachside Drive connection through to the park to the east was assumed to be made eventually. Based on the developer request and this review, Engineering recommended and Council approved rescinding Council's previous direction to interconnect at Alberni. This by default means that Beachside Drive will need to be connected through to the Community Park.

Comments provided in our last memo with respect to this development reflected the above direction that Beachside Drive be connected through to the Community Park. We were surprised that the applicant is now indicating the connection through to the Community Park is not possible.

Engineering feels strongly that either one of the two road connection options outlined above are required in support of this application to ensure that an adequate road network is in place to support the development in the short and long term and to adequately accommodate pedestrian and cycling access and mobility in the area, as such the development may be considered premature. Should the applicant wish to revisit Option 2 above and look at design options that do not necessitate additional road dedication into the development lands, Engineering would be pleased to consider bringing forward a further policy report to Council in this regard. In either case, the community planning principles, some of which are already discussed above, should be incorporated into the design in accordance with current city vision documents.

As discussed above, the applicant indicates that they are unable to secure or construct the extension of Beachside Drive to the Community Park due to the unwillingness of the owners of Park Sands RV Resort, to the east, to allow a connection through their property. Instead, the extension of Beachside Drive is proposed to continue to the western property line of the Park Sands RV Resort as an 11.3m wide road dedication with the proposed alignment shifted north from the last proposal to be entirely within the existing road dedication and on the applicant's property, but no provision for adequate turn around, making this effectively a 325 meter long dead-end road from McMillan Street. The proposal appears to provide sidewalk only on the north side of the road. Due to the nature of this development and since Beachside Drive is already a reduced road standard derived from the development of the Beach Club, the applicant should be required to construct the entire road cross-section as per the same standard approved for the Beach Club which includes 1.5m wide sidewalks on both sides of the roadway. The applicant has removed the previously proposed 90 degree parking on the Beachside Drive extension. An adequately designed drainage system connected to the municipal storm drainage system must be provided for the roadway, including provision for drainage of the road extension to the east.

The updated Site Traffic Impact Assessment submitted in support of the revised application again reaffirms that the existing McMillan Street and Island Highway intersection will be relied upon as the primary access to the site and that no improvements are proposed to provide adequate access at this time. In consideration of the proposed development traffic and

existing traffic volumes, the McMillan St northbound through and left turn out movements, at the Highway 19A intersection, are identified as operating at a Level of Service D, which is considered a marginal level of service. The consultant indicates that there are a number of measures, such as closing the western pedestrian crossing (which is not desirable) or making changes to the north bound turn/through lanes (center lane converted to left turn lane and outside lane converted to right and through lane) to improve intersection levels of service. The consultant has further recommended allowing full right-in and right-out access to Beachside Drive Highway 19A access which is currently functioning as the interim access to the Beach Club parkade and emergency access to Beachside Drive in order to improve levels of service at the McMillan Street and Island Highway intersection until such time road connectivity is provided to the east. This access was the subject of thorough discussion and review during the development of the Beach Club property, with the current limited access arrangement accepted as an interim measure only. The road grade, at approximately 15%, is the primary issue in combination with its interconnection with Beachside Drive and it was envisioned to be reconfigured during the development of the Parksville Beach Motel property.

Water Network:

The Engineer-of-Record has submitted information that has been analyzed using the City's Water Network model. The analysis from the water model has identified 2 proposed watermains that require upsizing to meet the residual pressure and velocity requirements for peak hour and fire flow demands at the proposed development. The watermains identified as PP-2 and PP-3, located in the proposed onsite public road, currently proposed as 200mm diameter watermains are required to be upsized to 250mm and 300mm diameter respectively. The watermain must be extended to the eastern extent of development frontage along Beachside Drive.

Sanitary Sewer:

The Sanitary Sewer network analysis has been waived as the developer is proposing to connect directly to the Regional District sanitary trunk sewer that crosses the property, in order to service the development site. The Engineer of Record has indicated the RDN has approved the direct service connection. Copies of correspondence from RDN approving the connection shall be provided to Engineering. The existing sewer on Beachside Drive must be extended from the west property boundary through to the east property line of the development site along its frontage.

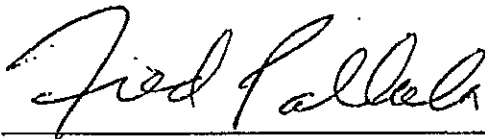
Drainage:

An on-site stormwater infiltration drainage system with an overflow to the recently constructed 750mm diameter storm drain for the Beach Club development is being proposed. The 750mm diameter pipe must be extended along the north frontage of the site to the eastern property line of the development site to service lands beyond. No further details were provided in the servicing report relative to the handling of onsite drainage, therefore no further comments are provided, however post development flows should be limited to pre-development flows, and the proposed drainage approach must be supported with technical evaluation. Confirmation of 100 year flow paths, a stormwater management plan and confirmation of the downstream capacity are required. As the development is located on the floodplain, adequate flood protection must be provided, and a flood covenant is

recommended to accordingly restrict the use of the lands and to notify prospective purchasers.

General Comments:

Commentary has been provided on the more apparent issues that have been identified however the comments provided do not relieve the applicant and engineer of record from undertaking a complete and thorough review of the application, it's servicing, access and safety needs. All works and services must be designed and constructed in accordance with good engineering practice and the City of Parksville's Engineering Standards and Specifications. Many comments previously provided by Engineering, dated April 21, 2010, are still relevant and applicable.

A handwritten signature in dark ink, appearing to read "Fred Pakkala", written over a horizontal line.

Fred Pakkala,
Engineering Technologist

cc I. Radnidge, A/Director of Engineering

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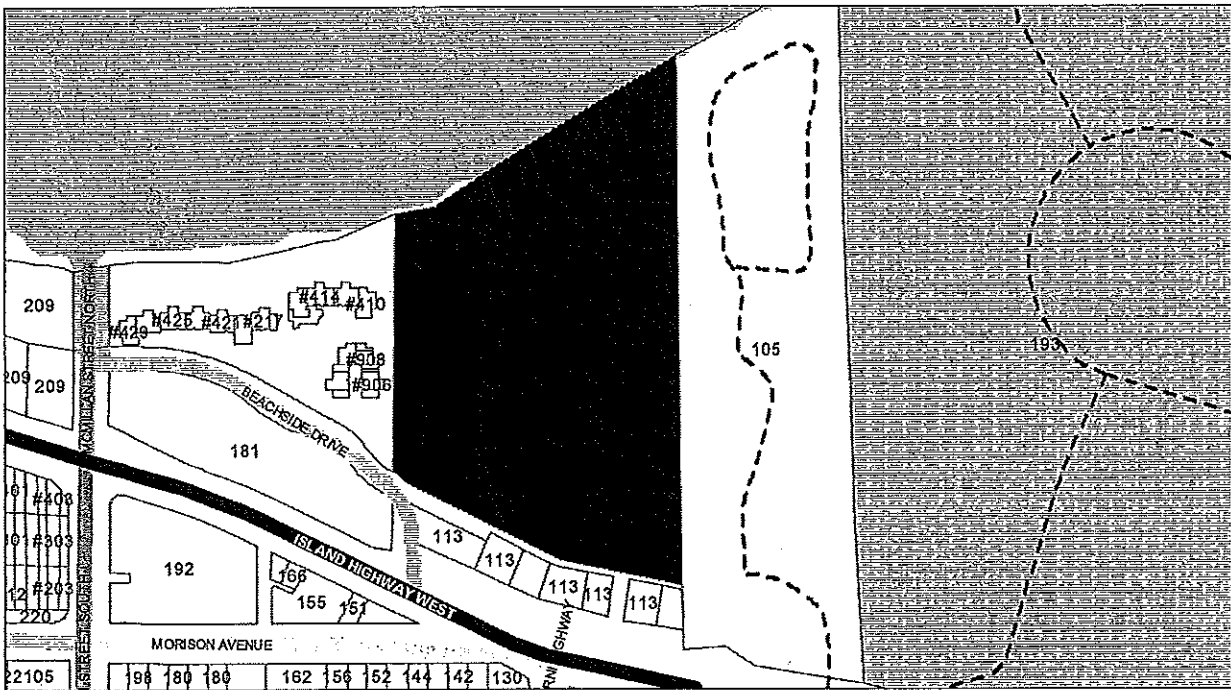
July 30, 2010

MEMORANDUM

TO: FILE 3360-09-02

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

**SUBJECT: PLANNING REVIEW OF REVISED PARKSVILLE BEACH MOTEL REZONING SUBMISSION
RECEIVED JULY 15, 2010 ON LOT 1, DISTRICT LOT 89, NANOOSE DISTRICT, PLAN
VIP78996 (161 ISLAND HIGHWAY WEST) - OUR FILE 3360-09-02**



The applicant explains that this submission, which revises the initial one, is intended to omit any items that are not in compliance with the current Official Community Plan policies unlike the last which would have involved Official Community Plan changes. The Official Community Plan presently includes content which “invites” rezoning provided that certain principals are involved. This is perceived to have reflected the thinking of the period of time when the Official Community Plan was put in place. Council, at that time, was trying to promote redevelopment and the then Administration and Council did not believe that would occur under the RS-2 zoning.

As a general comment, this rezoning is required by the applicant in order to permit approximately 50% of the development to include a permanent residential use. In addition this development requires a floor area allotment of .71, whereas the existing CS-2 zone maximum is .60. The proposed building height is 13 metres whereas the existing CS-2 zone maximum is 11.0 metres.

General Comments

1. Council passed a resolution which removed the prior road network requirement that continued the Alberni Highway to connect with this site. The technical work upon which this was based [Boulevard Transportation Study] concluded that the Alberni connection was not required, however, it is my understanding that this conclusion was made based on the imminent connection of Beachside Drive through to lands beyond. The applicant makes no provision for a future connection as this is likely beyond the scope of what he could realistically achieve, however, it was at his prompting that Council changed the City's adopted plan so it appears reasonable to expect that he would need to play some role in participating in another solution. The current application does not show any provision for a turnaround either. The applicant's obligation in participating in solving issues [emergency access, turnaround] needs to be established. It may be necessary to revisit the Boulevard Transportation Study to ascertain the duration of time and/or volume of traffic a dead-end situation, such as with Beachside Drive, is considered functional. For the most part, this is an issue that is expected to attract the Engineering Department's focus.
2. A pedestrian access improvement is proposed to link the Alberni Highway to the site. What is not clear is the scope and design of this work, the potential future impact on the City lands, whether there is the expectation for City maintenance and whether [what appears to be a structure] would be considered to enhance or detract from the view corridor.
3. This plan introduces a new 'City road' down the centre of the site. The proposed standard and acceptability of a new City road in this location, needs to be the subject of an Engineering Department comment. It has the benefit of protecting the view corridor (provided the area between it and the water is also subject of 'no-build' restrictions) but it does raise some aesthetic issues; particularly since it shows an 'asphalt' rather than 'paver' surface. It is also noted that the road is intended to service four accesses to underground parkade locations, while at the same time facilitating both pedestrian and public traffic movement. The potential for conflict with this arrangement needs a comment from the Engineering Department. Likewise, there is potential for the tenants/owners of the permanent residential units to generate a large number of complaints to the City pertaining to the activity, traffic, and parking that would occur with this arrangement.
4. The underground parking structure will not permit for environmental adaption created by a rise in sea level. While this type of forward thinking has not yet permeated our policies others will be aware that this is an issue. For example, one of the known experts on sea level rise is connected to this community and drew the City's attention to this issue.
5. The arrangements regarding phasing and the interim status of the property and the build-out horizon are not specified. Approval now to a phased development that could take years to build out may not consider that standards, goals, and Community ideals could change, yet the plan would not. This is a situation prone to happen with multiple buildings in comparison to one single building. The mechanics of phasing [relative to Strata and Form P legislation] are unclear. This needs to be clarified since it appears that much of the costly infrastructure would need to be installed in an early phase. The developer needs to be aware of that.

6. Buildings located proximate to the easterly lot line appear to be situated about 10 metres away from the lot line where large trees are located. If root disruption is a possibility an adjacent property could be adversely impacted. This needs to be established in advance.
7. The applicant is indicating a willingness to provide dedication for the waterfront walkway. This is a positive situation as it ceases the potential for accretion capture.
8. The applicant shows the addition of another 'boardwalk structure' adjacent to the existing boardwalk. This needs to be contemplated. It is anticipated that people activity could attract [if access is not restricted] future complaints to the City from adjacent strata residents].
9. There are known conflicts at the Beach Club between the owners of permanent residential units and those of the temporary units. There have been attempts to draw the City into the issues. This proposal has the same attributes. For this reason a better understanding of the allocation, operation and disclosure is required. Overall the proposal invites considerable public activity into what residents may perceive to be the private realm. It is not absolutely clear from application material, where the permanent residential is to be located.
10. The archaeological circumstance pertaining to this site requires further clarification with a referral going to the Archaeological Branch.
11. This proposal involves tree removal. The trees do not appear to be of a high quality however there is some anecdotal evidence of eagles using these trees as perch trees. This will need to be investigated.
12. The need for any other agency referrals requires further consideration.
13. The applicant's plan acknowledges floodplain and requirement for MBE of habitable floor area above.

Official Community Plan Development Permit Guidelines

1. Despite that this is a rezoning, the ultimate design is inextricably linked to the acceptability of the proposal. This is because a CD zone is the anticipated form of zoning category. Such a zone will set the building location and parameters and therefore will not facilitate much future change without a rezoning. This is good and bad. It is good because it will 'lock down' the things the City views as important. It will also provide certainty for the developer. What it will not do is permit much flexibility to review the design in future. Since this site is one of the most, or the most, high profile sites within the City, the consideration of design as part of the rezoning is appropriate. Much or even 'most' of the reaction to the Beach Club is in response to some elements that can be considered 'design' rather than 'use'. A development permit will be required to be issued following a rezoning. This permit must be based on preset criteria contained within Development Permit Area No.2. The CD zone, as discussed, sets the parameters for building placement. Some of the guidelines which arguably aren't effectively met are:
 - a. i - Layout does not promote interconnectivity between parcels, pedestrian circulation shown but with potential conflict between automobiles.

- b. X. - It is not clear how the architectural form relates to the setting and it is not clear that there is a 'stepping back' about the second storey of buildings.
- c. XI. - The environmental implications of the scope of the underground parking may need to be explored.

- 2. Undertaking an Advisory Design Panel review as part of the rezoning process is unusual but may make sense given the above comments. Regardless of whether this occurs a massing model would be a helpful tool for Council and the public's evaluation of this proposal.

Official Community Plan Policy Guidelines

The subject property is designated as "mixed waterfront commercial" in the Official Community Plan. Pertinent policies reside in Section 4.10 Parksville Bay Waterfront. In general terms it appears that this application is compliant with the policies [except with respect to the Official Community Plan's DP guidelines; see prior comment]. Despite this, there is insufficient information regarding both the allocation and situation of the permanent residential component to comment with certainty.

Public Information Meeting

The Planning Department typically recommends that an applicant hold a public information meeting in cases where there is a high level of interest in a particular application. The applicant hosted an Open House at their own choice. In light of the recent public survey result, wherein there are many comments that have a suggested 'design' and 'character' emphasis for the downtown and which contain many 'form and character' type comments regarding the Beach Club, a different type of meeting may yield a different type of input; namely the design charrette format. Design charrettes in combination with 'focus groups' offer a different means of obtaining input and could be useful if the developer is open to making some changes to the proposal.

Implications of Official Community Plan review underway

It is anticipated that the Official Community Plan review will result in some existing policies being scrutinized to establish whether or not they still are representative of Community desire. These include:

- 4.10.1.2 Redevelopment or development of properties is encouraged....
- 4.10.2.1.3 [preparation of new zoning category with density bonusing structure to permit up to a 1.1 floor area ratio]

In general terms it is anticipated that the topic of permanent residential vs. tourist commercial will be subject of discussion both for the downtown waterfront area as well as for the Resort area. It is also anticipated that the topic of what constitutes tourist commercial will also be raised. As well, the topic of offering up more height and density to kick-start development may also be a topic of discussion. The Planning Department questions whether that the existing policies reflect current Community views. For this reason it is noted that the timing of this application is not ideal, in that it embodies qualities that are anticipated to come under scrutiny soon, as part of the Official Community Plan review. Given this scenario this is a very significant application to consider in advance of the Official Community Plan review. The timing to advance this application to the APC and whether it next should go to Council requires direction.

An existing Official Community Plan policy in Section 4.2 (which was a more recent amendment to the Official Community Plan) sets out an expectation that rezoning provide demonstrable community benefit and an amenity which may include (among other things) a Fire Department contribution. The applicant could consider the walkway land dedication, construction of a feature pavilion, dedications and proposed pedestrian enhancements on City land to be the amenities. For the most part these appear to support the development requirements rather than the overall community.