

Town of Ladysmith
REGULAR COUNCIL AND PUBLIC HEARING AGENDA
LATE ITEMS
APRIL 6, 2021

Recommendation:

That Council amend the agenda to add the following items, received after publication of the agenda:

- | | |
|---|---------------------|
| 3.1.3. Public Hearing #1 Submissions – 670 & 674 Farrell Road and Lot 20, Trans-Canada Highway
Add additional public submissions received up to 4:30pm on Tuesday, April 6, 2021. | Page
2-17 |
| 4.1.3. Public Hearing #2 Submissions – 201 & 203 Dogwood Drive
Add additional public submissions received up to 4:30pm on Tuesday, April 6, 2021. | 18-38 |

PUBLIC HEARING #1
670 & 674 Farrell Road and Lot 20 Trans-Canada Highway

**Public submissions received between
Thursday, April 1 (agenda publication date)
and
4:00pm on Tuesday, April 6, 2021.**

Received April 1, 2021

Outside Circulation Area

From: Belinda Zarbock
Sent: April 1, 2021 12:02 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: April 6 2021 meeting

We bought our home 11 years ago, and we bought in a subdivision for a reason, only the traffic in the subdivision not like a street somewhere with no control over the amount of traffic.

This being a long hill is even worse for noise.

Not to say the noise, the pollution from those vehicles and dust that all that traffic creates.

Also often more traffic more chances of vandalism because you don't know or recognize the cars or people.

Over the years the new and expanded subdivisions behind us already increasing traffic to be at least double to what we had and now to increase more?

We are AGAINST this roadway coming anywhere near Stirling Dr. and becoming a main thoroughfare.

Our part of Stirling Dr has its own challenges if you stop at our mailboxes with your car with not enough pull over area it's very dangerous as some vehicles fly through that corner and in the winter you are taking your life in your hands stopping with the vehicle if we the neighborhood haven't shovel that space out.

You the town don't seem to give any regard to clearing it, on that note something so simple over all these years why would we believe you have any real regard to all that noise etc that we going to have adjust to.

Dennis and Belinda Zarbock

Ladysmith

Received April 1, 2021

Outside of Circulation Area

From: Sandra Smith

Sent: April 1, 2021 11:31 AM

To: Town of Ladysmith <info@ladysmith.ca>; scarroll@coregroupconsultants.com

Cc: douglas.routley.mla@leg.bc.ca; Brian Smith

Subject: Public Hearing 670 and 674 Farrell Road and Lot 20 TCH

This is to address the zoning bylaw amendment application for 670 and 674 Farrell Road and Lot 20 TCH. The proposed development would allow a 60-unit multi-family residential development and a 24-parcel single family/duplex residential subdivision. Our concern is with the increased traffic at the intersection of South Davis Road and the TCH.

This intersection has been a concern for many years. In June of 2018, over 500 South Ladysmith residents signed letters to the Minister of Transportation requesting traffic signals and merge lanes at that intersection. There have since been 2 traffic studies (Binnie and Bunt) in which the recommendation is to close the left turn lanes off of South Davis and to close the left turn lanes off of Baker Road. This would reroute all South Ladysmith residents to the intersection at North Davis Road which the report authors admit is already congested and operating at LOS levels of E or F for some of the turns. These recommendations were made based on statistics with no consultation with Ladysmith residents.

In a recent Chronicle article dated February 4, 2021, MLA Doug Routley said he was committed to changes at this intersection and would "start camping out" on the doorstep of the Minister of Transportation" to make this happen. In the same article, Mayor Aaron Stone said the council has advocated for traffic signals at that intersection for years. Mayor Stone also stated that closing the left turn lane at South Davis would only compound the issues at North Davis. It is great to have commitment and advocacy - now we need action.

In the South Ladysmith Area Plan, Schedule D of the Ladysmith OCP, it is stated that residents would want easy access to the highway. Quoting from the Plan: *In 1999 the town of Ladysmith participated in an ICBC sponsored pilot project aimed at helping small communities plan for future growth by integrating Safety Conscious Planning principles into long term land use planning. That process identified the importance of explicitly integrating transportation planning and land use planning in recognition that traffic systems are the veins and arteries of a community, and poor flow, congestion and dangerous traffic dynamics are symptoms that can lead to an unhealthy environment – economically, environmentally and socially. Transportation and land use planning have been fully integrated in the Community Plan. End quote*

At a time when the current Ladysmith OCP is under review, we must ask the question - Do elected officials and residents put their valuable time and effort into these plans only to have them ignored in subsequent years? Town officials should be constantly referencing and supporting these plans as development moves forward.

Council's decision on this application will be used as a barometer of how much importance they place on the safety of Ladysmith residents by integrating transportation planning and land use planning.

Sandra and Brian Smith

Ladysmith, BC

05 April 2021

Mayor, Councillors, Development Services
Town of Ladysmith
PO Box 220
Ladysmith BC, V9G 1A2

Public Hearing Proposed Zoning Changes 670/674 Farrell Road and Lot 20 TCH

Am in favour of responsible development, especially so in my neighbourhood (am a Gales resident) but have several concerns/issues that I am bringing forward following review of the materials published on the Town website for above mentioned.

1. Read that the previous proposed single density small lot R-1-B zone, a re-zoning for a classification totally different from the surrounding neighbourhoods has been dropped with a density now more in line with surrounding neighbourhoods, viz. a proposed R-1 zone with a maximum of 24 parcels. However, and important to note, there is **no site layout for the proposed R-3-A zone**, and which appears to be asking for the maximum of density of 60 units, with no description/diagrams of any sort provided.

Begs the question if any approval for the R-3-A zone for a density of 60 units is premature as no site specific description has been provided with the latest version of the Town documents submitted in support of the Bylaw change request. Is it not required to ascertain and demonstrate that a density of 60 (if that is indeed the number) is a suitable fit within the confines of the surrounding properties and neighbourhoods? Given this, how can the R-3-A proposed zoning for 60 (or whatever) units be considered/approved at this time?

Noted in Staff Report (18 Feb 2020) that Ladysmith population growth analysis suggests that *“designating additional lands for higher residential density on the outskirts of Town may not be required or beneficial at this time or could wait until a more up-to-date growth analysis occurs”* and also notes that an OCP update needs to occur (which has since been commissioned/presently underway by the Town) ... OCP stated goal is for *“the design of new developments to complement the overall character of Ladysmith and provide attractive and sustaining neighbourhoods”*

2 – On the matter of Tree Buffer Areas and Tree Protection, the outline for the associated Covenant provided in the Staff Report (16 Mar 2021) needs to fully consider the presence of mature evergreen trees already present in the tree buffer areas, and not simply permit cutting of all long standing evergreens greater than 20 cm (8 inches) and supplement with small deciduous plantings.

Recommend that direction be given for the **preservation of ALL healthy mature evergreens** in any Covenant including those greater than 20 cm (8 inches) in diameter. Preservation of such will enhance (preserve) the area surroundings and help maintain the character of Ladysmith and remain aligned with the Aug 2020 CPAC statement for the *“protection of the natural environment and preserving the mature trees that are currently on the property”*. To simply remove all existing trees greater than 20 cm is not consistent with the Ladysmith character where the large evergreen trees found in the Ladysmith environs should be protected and preserved wherever possible. Expedient solution proposals should be avoided as it takes decades for tree renewal of suitable plantings to take place. Also, the matter on what happens to the trees found on the Gales border needs to be rationalized and taken into account as part of any landscaping plan including the existing Arbutus trees in the tree buffer zone. The mention of Poplar Trees in the Arborist Report as a viable Deciduous Tree is also questioned.

3 – The Traffic Report (Bunt & Associates, Aug 2020) concludes that the Davis Road intersection situation is okay (with proposed mitigation made in the Binnie Report for removal of minor approach through and left turn movements). Am asking if the report finding is still valid if one uses the maximum number of 60 units as the incremental Farrell Road traffic increase, not the 28 units increase as assumed in the (outdated?) Bunt report. Should also note the Apr 2017 approved Bylaw permitting R-1 development at the adjacent 630 Farrell Road site will add a further units to the mix.

The South Davis/TCH intersection is a known danger zone and is avoided whenever possible by many residents who live in the neighbourhood. The findings of the original Binnie report remain as contentious. The ongoing issue of safety at this dangerous intersection remains as a major concern to many. Request that the **South Davis traffic issue be re-visited** as the danger just further ramps up with population growth in the south end of Ladysmith.

All of which is respectfully submitted.

Gerald Stasiuk

Ladysmith

(PDF version included below))

From: Brian Smith
Sent: April 2, 2021 2:44 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Public Hearing 670 and 674 Farrell Road and Lot 20 TCH

Zoning Bylaws and the OCP

The Town of Ladysmith has initiated a Steering Committee on the development of a new OCP. My concern is that re-zoning and developments within these public hearing applications are inconsistent with the current zoning designations. Without the insight of this visioning committee on what the new OCP will look like, we are being driven by the special interests of developers.

The current OCP Schedule D (2014) detailed a collector Rd. system that was to support future development, however none of that road system has been developed to date.



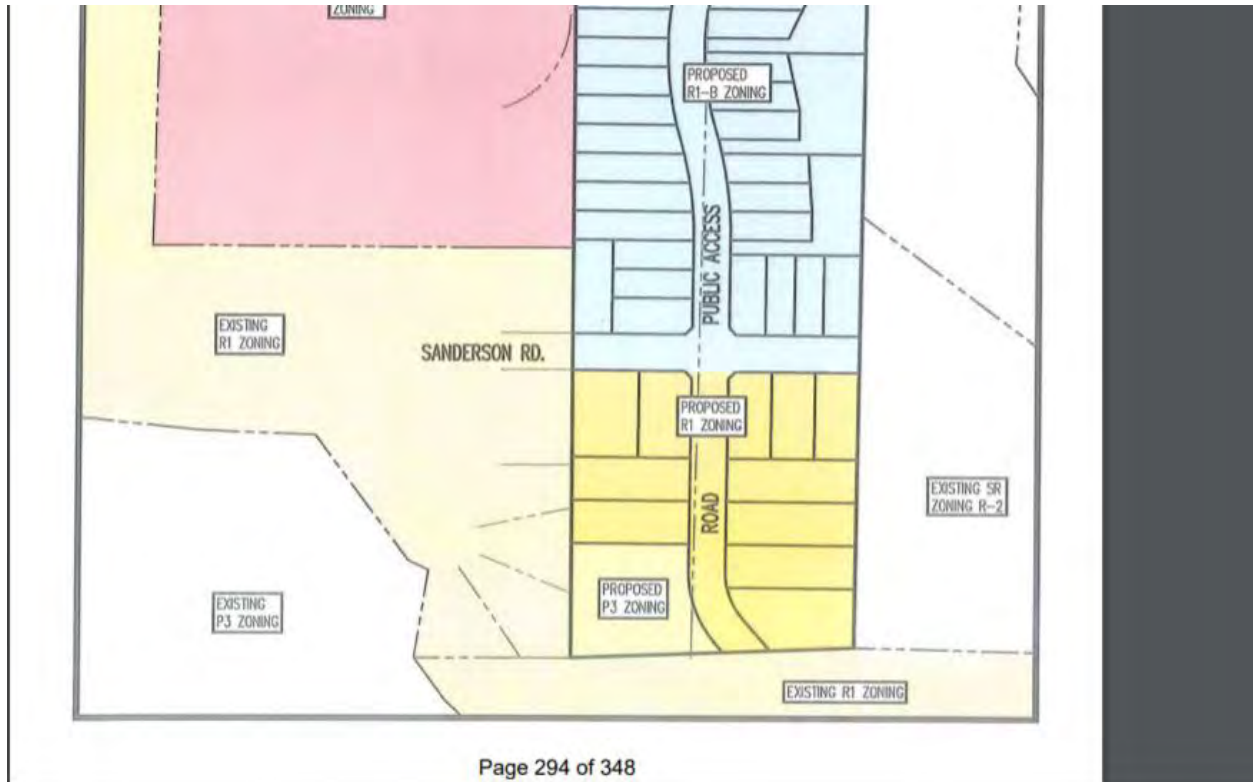
Why has that not happened and how will that occur to support this and all the other growth that has taken place since the S. Davis Rd. intersection was constructed in 1998?

Further, since the 1998 intersection construction there have been multiple residential subdivisions built within 900 metres of the Trans Canada highway and the S. Davis Rd. and Baker road intersection, including public transportation routes, and the need to facilitate crossing the Trans Canada highway at S. Davis and Baker to utilize SD68 and public transportation infrastructure.

- On June 8th 2019 Town Council recognized and withdrew support for the Binnie Report when the South Davis Community group presented to the Town Council.
- On Feb. 4th 2021 MLA D. Routley and Mayor Stone were vocal in their support for the changes that are required at S. Davis Rd.
- With the Farrell Rd (670/Lot 20) application there will again be the governmental requirement to have MOTI approval. Will Town Council, our MLA in his facilitation role, and the MOTI commit to rectifying the engineering deficiencies of S. Davis Rd. so that it can manage the additional increases of traffic demand?
- Will approval of this development be stayed until the commitments at all levels of government, sign on to correcting this intersection?

Focusing next on the design of the new subdivision there is a road network design, which is inconsistent with the current OCP.

As the included screen capture depicts there is an extension to Sanderson road heading south that suggests further traffic will be routed onto Sanderson Rd. and there is a yet unnamed public road access westbound.



Both these roads suggest further visioned planning development that is not articulated in the Public hearing document and is certainly not within the existing OCP.

How will these impact our under-designed road infrastructure in future?

My concern is that The “Failure to Plan” is “a Plan for Failure” .

Brian Smith

Ladysmith

April 4, 2021

Mr. Mayor and Council,

Re: Official Community Plan Zoning Bylaw 2003, NO 1488 and/or Zoning Bylaw 2014, No1860;
Amendment Bylaw 2060 & Bylaw 2061

We have lived on Stirling Dr for just over 11 years. Moving into a fairly new subdivision we expected to see expansion over the hill on Stirling Dr, as plans had already been approved and roads were starting to be put in for Spurling Cr, Sanderson Rd and Snaith Pl. We could also see where eventually Stirling Dr would be extended to Russell Rd. Finally after 11 years of having lived with construction trucks and all the other traffic up and down Stirling Dr, home construction was finally finished, so we thought. Completion of these projects added approximately 100 homes most of which are accessed by Stirling Dr. Needless to say this road has definitely had a substantial increase in traffic considering a lot of the homes have at least 2 vehicles and more if there are suites in the homes. I'm afraid to say that since this past year Covid has kept a lot at home, the volume of traffic will certainly increase as people get more mobile again. Enough is enough!

The latest proposal to have only one access to another 60 homes via Stirling Dr and through Sanderson Dr is totally unreasonable. The fact that Sanderson Dr will be the only access for all 60 homes plus how many are duplexes and suites, times more than one vehicle per household? The main access for the proposed new development should be from Farrell Rd not Sanderson Rd. Since geotechnical studies show the grade of the property for the development being an issue for Farrell Rd access, perhaps there should be a totally new layout of the property to enable the main access to the property from Farrell Rd even if this means fewer homes. Part of this proposal referred to possible future connection to property to the south once it is developed, is this part of the OCP? Will the new OCP cover this possible expansion in the next 10 to 15 years to include this potential future development?

My husband has attended both public meetings to date and filed his concerns there in writing. After listening to the last council meeting on line on this matter and having this proposed project passed two readings we are extremely concerned. I have read through all 537 pages of your document, some of the pages over and over. Nowhere has there been any reference to the added traffic on Stirling Dr, not even in your outdated traffic volume study which only looked at South Davis Rd, Farrell Rd and Russell Rd/Sanderson Rd. Where on the out dated OCP does it show Stirling Dr as a major artery for future expansions South? If this is the case I can only imagine how our property values will plummet. We believe that a traffic volume study for Stirling Dr should be completed prior to moving forward with the proposed development approval and the other considerations as noted. From supporting documentation see Attachment C Preliminary Site Plan pages 1 to 5, Attachment D has reduced housing density and includes direct access to Farrell Rd. We would suggest that access to Farrell Rd follow this plan or a mirror image of this plan to possibly a lower slope thus enabling the main access to the

development directly to Farrell Rd. Also see page 153 of the report; LEA; for a statement that does accommodate direct main access to Farrell Rd

Having expressed my concerns regarding excessive traffic volumes, I would like to state that we are not opposed to development. If the current residents' concerns are addressed then the development should be considered. I only hope with all the new construction in Ladysmith the current infrastructure will be able to handle it, water availability being one.

In conclusion, we would propose:

1. Council defer and wait for the new OCP recommendations re housing
2. Ask the developer to lower the density to revise the development layout for the main access from Farrell Rd per proposals above
3. Ask for another public meeting.

Sincerely;

Carroll McLaurin & Brian McLaurin

Ladysmith

From: Ken Chipeniuk
Sent: April 5, 2021 7:50 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Re: Public Hearings

Please forward to the attention of Councillors. Thank you.

Dear Councillors

Regarding Public Hearings scheduled for April 6, 2121

The number of recent requests to Ladysmith Council for amendments to the Town Official Community Plan and Zoning Bylaw has caught our attention. We wish to express the opinion that it would be inappropriate for Council to enact these amendments,

unless

there are clear and compelling reasons to do so, based on extraordinary benefit to the Town or saving harm to our community. Of course, this requirement for rational justification should prevail at all times. However, this is especially critical today since there is a public process underway to review and update, if necessary, the OCP.

We hope each Councillor voting in favour of the amendments will explicitly explain their rationale for a positive vote. It seems this responsibility is further heightened by the level of public opposition to the amendments.

We encourage Councillors to demonstrate the highest level of integrity and professionalism to prevent the OCP review, and the OCP itself, being seen as a meaningless processes.

Thank you

Debbie Graham
Ken Chipeniuk

Ladysmith

From:
Sent: April 6, 2021 11:08 AM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Bylaw 2060 and 2061

My wife and I are resident at _____ for 11 years now. When we purchased this property we expected to be effected by heavy construction traffic for a period then estimated at a `` few years``. So far we have suffered through the heavy traffic for a period of 10 out of the eleven years. As I understand the proposal currently in consideration will extend Sanderson Rd. to connect with Farrell Road. This will undoubtedly result in yet another extended period of Construction Traffic on Sterling Drive and a permanent increase of resident traffic. We had every right to some degree of quiet and safety when we chose to live in an apparently quiet subdivision. We did not expect to find our retirement years sullied by continuous Industrial traffic. It now appears you are threatening to further extend the Industrial activity and permanently increase through traffic.
Please be aware of resident considerations,

Respectfully,
D .Kevin and Mary Sheahan

From: Sonny and Ann
Sent: April 6, 2021 9:30 AM
To: Town of Ladysmith <info@ladysmith.ca>
Cc: Council <towncouncil@ladysmith.ca>
Subject: 670 and 674 Farrell & Lot 20 TCH

Dear Ladysmith Mayor & Council,

We are not totally averse to new housing developments in Ladysmith (although adequate water availability overall now might becoming a concern) if it is done tastefully and well planned re road access and traffic patterns.

The proposed development for 670 and 674 Farrell Rd & Lot 20 TCH could be a concern in both these regards. There does seem to be a high number of new residences proposed here, but we are addressing the road access and traffic patterns only in this letter.

Trying to wade through all the documentation for this development is very confusing.

We have heard from neighbours that the current plan is for access to these homes will be via Sanderson Rd only, which of course means extra traffic for Stirling Dr, as well as Sanderson Rd and perhaps Spurling Cr. If there is going to be a road built to access this development from Farrell Rd for emergency vehicles only—and we do not know this for definite—then that route should also be used for the residents there. Some of the drawings show a route off Farrell (2 options), so it seems this was a consideration. Actually, as per one of the more recent documents, dated Feb 10, 2021, point 3.5 on page 154 of 348, it states "both options are viable". So if the grade is thought to be an issue, surely there is a workaround. Ladysmith is full of hills!

It does not make any sense whatsoever to only have one way in and out of a development encompassing that number of dwellings (and likely with suites as well). It is also not right to force Stirling Dr residents to have to endure even more traffic (than we already have) when there is a shorter route to those planned homes. It is obvious to see that traffic should be more fairly distributed.

We also understand a study was done recently to track the traffic at the South Davis Rd & TCH intersection. When we moved here in 2008, we would use that intersection to head north on TCH...but we have not done so now for several years, likewise most of the locals here, for safety reasons with increased TCH traffic, including a lot of trucks of all sorts. So likely a "study" without getting actual feedback from drivers in this area needing to head north does not yield accurate results.

We hope Council will listen to the concerns of us local residents regarding excessive traffic. We would also have appreciated letters sent to all residents of the areas to be affected by the traffic to and from this development rather than just have neighbours speaking to neighbours be the source of information.

Sincerely,

E. Ann Hockey
Saviour C. Hockey

From:

Sent: April 2, 2021 10:27 AM

To: Town of Ladysmith <info@ladysmith.ca>

Subject: Written Submission for Public Hearing for Bylaw and Zoning Amendment, Bylaw 2060 & Bylaw 2061, April 6, 2021

I am general supportive of the proposed rezoning and the plan for development on Farrell Road, that was recently approved by council, with covenants. From the minutes of the March 16 Council meeting, I understand that Council placed a covenant on the development requiring a deciduous planting and protection area shown as "tree buffer area" in attachment C to the agenda. They also placed a covenant requiring the dedication of Parkland shown as "park" in attachment C to the agenda. The park and tree buffer on the west side of the development provide a link to the greenway, which is a riparian area located south of the development and designated in the Official Community Plan.

The tree buffer area on the west side of the proposed development, when combined with trees along the Gales property could provide for a portion of a trail link. There are about a dozen large trees and a few Arbutus trees and full Cedars on the Gales side of the proposed tree buffer area. There are also some obvious gaps in the proposed tree buffer area. I walked the route to the greenway and stream recently and found it to be quite enjoyable.

My concern is not about the rezoning but more about the development plan and how the tree buffer area is created. According to the arborist report, the tree buffer area could be either by clear cut and replanting with deciduous trees, or removal of large trees over 200mm diameter and supplementing with deciduous trees. I worry that if all of the trees or only trees over 200mm diameter are removed to the property line, the safety and health of the Gales trees could be affected. This could leave the Gales in a potentially dangerous situation.

The Developer and their Arborist should consider the Gales trees and consult with the Gales strata to come up with a coordinated plan for the tree buffer area. Perhaps when considering the combined trees, there might be groups of larger trees that would be safe on their own? Perhaps the gaps in the tree buffer would be better replanted? Perhaps Gales owners would enjoy some new view corridors with some groups of healthy trees maintained? Where possible, a natural tree buffer could provide a maintenance free transition between developments with the benefit of privacy and wind protection and would retain the beauty and character of our unique hillside setting in the Town of Ladysmith.

Jeff Reichert

From: Pauline
Sent: April 5, 2021 3:34 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: New Subdivision, Sanderson

I feel I really need to contact you to express my disgust and horror that Ladysmith Council is seriously planning on developing another subdivision with Stirling Drive and Sanderson Drive being the only access. This is totally unacceptable to those of us who have moved here for a quiet retirement and chose somewhere away from the hubbub of the town.

Much of our connecting with our neighbours is done at the front of our homes walking for mail e.c.t. It has already been a miserable, dirty five years while the rest of the subdivision was finished with huge trucks grinding their way continuously up Stirling Drive often making conversation impossible.

I could list other reasons why your latest plan is totally unacceptable to us as residents of this subdivision, but if you plan on continuously expanding this town you need to be more considerate and somewhat sensitive to the people already living and established here.

I feel a different access to this new subdivision should be seriously considered an extension of Farrell Road is one, with lights at the highway and Dogwood Drive.

Yours sincerely
Pauline Jones
Sent from my iPad

PUBLIC HEARING #2
201 & 203 Dogwood Drive

**Public submissions received between
Thursday, April 1 (agenda publication date)
and
4:00pm on Tuesday, April 6, 2021.**

From: Andrew Thomson

Ladysmith BC

April 6, 2021

I am writing to express my concern over the proposed development at 201 Dogwood Drive, Ladysmith, B.C. I have lived in Ladysmith for over 13 years, the last 3 on Bayview Avenue, near the intersection of Dogwood Drive and near the new proposed development. I am very much in favour of some form of re-development at the former Dalby's location, and acknowledge that significant improvements to the planned building have been made since the initial proposal, however I still have several concerns over the proposed revised design and it's potential to negatively affect our neighbourhood:

1. The physical design of the building is improved but the height is still an issue. On the forward road side it will still be 5.5 to 6 floors as the underground parking is only partially underground on the forward road side. The extreme height will impact neighbours via shading and sightlines into homes and backyards and will set a poor precedent for future potential developments. I think the building should be reduced by 1 floor, so it would be 2 full floors and 2 that are set back, in addition to the underground parking level.
2. The proposed amount of parking for the number of units is still far too few. The OCP requires 30 spots for residents (even that seems low) but the proposal only has 25 resident units. I simply do not understand why the town should vary its OCP requirements and have to provide parking for a private developer. While it may seem aspirational that we move to a car free society, that is not a reality in present day Ladysmith. The lack of supplied parking with the building will simply mean that every neighboring street and lane will become the parking for the residents of this new development, crowding those streets and impacting the current residents. Parking for so many units will overwhelm the area. Forward Road, Bayview Ave and others will become the defacto parking lot for the new development. A reduction in units by eliminating a floor would address this issue.
3. The number of units in the building, coupled with the lack of proposed parking will create traffic and safety issues along Dogwood. The increase in traffic from the residents, and the requirement to turn around from the dead end of Forward road will mean that there are a larger number of car movements that will access one of the narrowest corners in Ladysmith (Dogwood Ave at Forward Rd). That corner is already dangerous due to the blind corner. I also fear that any increase in traffic will be a safety hazard for the likely increase pedestrian traffic in the area. A reduction in units by eliminating a floor would mitigate some of these concerns.

Please address these concerns in adjustments to the development plans for the former Dalby's site.

Thank you

Andrew Thomson

received
APR 6 2021

From: Britt Gillett <
Sent: April 5, 2021 6:57 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: 201 dogwood drive

To whom it may concern: I am writing in regards to the zoning bylaw amendment for 201-203, Dogwood Drive. We feel structure of this type at this location is not only going to be an eye sore but a problem. Has the town considered the needs or the ability of the fire department to get to such a structure ? Can the area handle the traffic the structure is going to impose ? Sincerely , Britt Gillett

Sent from my iPhone

From: Catherine
Sent: April 5, 2021 8:59 PM
To: Town of Ladysmith <info@ladysmith.ca>
Cc:
Subject: PUBLIC HEARING - 04/06/21 201/203 Dogwood Dr., Ladysmith

I am writing this email to register my objection to the proposed OCP Amendment and proposed zoning changes regarding 201/203 Dogwood Dr. Please confirm receipt of my email.

Why are we having Public Hearings for amendments to the OCP when an OCP review is underway????

I was delighted to read in last week's paper that the town has finally launched a review of the 'Official Community Plan'. I have been involved in this process in other jurisdictions and it is a wonderful opportunity to speak out for what we want the future of Ladysmith to look like. As noted in the article "At its heart, an OCP is about managing land use and physical growth of a town". It is a hugely important process and the resulting document sets the tone of development for years to follow.

So it was with dismay that I read on pages A8 and A10 Notices of Public Hearings for proposed *amendments* to the OCP in order to facilitate two projects, which are in conflict with the OCP and attendant zoning, moving forward. I cannot speak to the application regarding Farrell Rd.; but I am somewhat familiar with the 201 Dogwood Dr. application (I can't be certain as I don't have time to do the research; but this project seems to have expanded in size: originally called 201 Dogwood but now being referred to as 201/203 Dogwood).

In its original incarnation it was presented as a proposed 6 storey building with rental for seniors (only). Last August I opined (in an Op-Ed piece in the Ladysmith Chemainus Chronicle) that given the remediation costs of the site the Developer would be aiming for Condos. Here we are seven months later and the height proposed has been reduced to a 5 storey building but it still does not fit within the current OCP and/or zoning. And lo and behold the building is to be primarily CONDOS. Condos with rentals **specifically** excluded. The Developer continues to present architectural renderings which pictorially misrepresent the scale of the building in the neighbourhood. I don't think that any building proposals that require an OCP amendment should be accepted by the town at a time when the OCP review is pending; particularly not those for a project whose Developers have been less than forthright about their intentions and with their representations.

I would like to know how the Councilors who were so in support of this "Rental Project" can now justify their support for a building that no longer has rentals, that does not fall within the current OCP or zoning, and has the potential to diminish the livability of a

neighbourhood already under development siege (re-development of the old Police Station site and new Brew Pub within a block of the site).

I would also like to know why no one in the Development Department or on Council has spoken out and asked that Permit applications for projects that require an amendment (read exception) to the OCP NOT be accepted at this time as a review of the OCP is imminent. Proceeding with Public Hearings on OCP amendments right before the public has had a chance to reaffirm what they want the physical built environment of their town to look like is preposterous. The proposed project at 201 Dogwood Dr. remains a huge deviation from the scale and character of the neighbourhood.

Given how little opportunity there is for public engagement with all the constraints of COVID the OCP deserves more than just lip service. It should be respected. Allowing OCP amendments to go ahead this close to the OCP update reeks of certain parties (Developers, City Hall) deciding that they know better/best what is good for the people of Ladysmith. If the OCP is not going to be enforced why go through the charade of updating it?

By waiting for the outcome of the OCP review/update everyone, including myself, can know if tall buildings and increased density are something we want in our detached housing neighbourhoods. Pushing OCP amendments through in the shadows of COVID restrictions and limited access for public engagement is a sham. I implore the the Mayor and Councilors to take a stand for the community at large and vote against this project at this time.

Catherine Cartwright

Beautiful Old Town Ladysmith

April 4, 2021

Town of Ladysmith
410 Esplanade
Ladysmith, BC

by Email to info@ladysmith.ca

Re: File No: ZBL 3360-20-05 Re: Zoning & OCP Amendment – 201/203 Dogwood Drive

To Mayor Stone and Ladysmith Town Council,

As a property owner living in the immediate vicinity of the subject property and as a resident of Ladysmith, I write to express my opposition to the proposed amendments to “Official Community Plan Bylaw 2003, No. 1488” and “Zoning Bylaw 2014, No. 1860.”

I am concerned, first of all, that insufficient effort has been made to invite public participation on this project. Not once have I received anything directly from the developer or the Town. I find this most unusual.

Real estate speculation is something we are all, in BC, familiar with. There is much misunderstanding on social media about this proposal being intended to provide affordable housing in Ladysmith. It should be clear that this proposal does not meet those considerations, in any of its iterations. Neither is the developer naïve and inexperienced. The developer has made a pitch, with all aspects of the property fully disclosed. I do wonder why it is such confident gamble, given that it is a large one in terms of the concessions demanded.

Before one considers an amendment, it is worthwhile to consider what is in place and why. Because there are rules. Just because someone comes along and wants to play by a new set, doesn't mean that there wasn't purposeful thought, input and deliberation on the current state – or that an error was made at that time. To my certain knowledge, the Official Community Plan, or OCP, is updated regularly with solicited input from and at considerable expense to local taxpayers. The bylaws to which exceptions are sought are not ancient or even old.

The “Town” itself has spent an even greater fortune on its branding: as a town when it is in fact a city. What is the front-facing message of Mayor and Council? ‘Heritage by the Sea’: quaint, old-fashioned, artsy, historic. The kind of place where an owner sits on significant, vacant commercial property because Mayor and Council don't consider attractively blocked window space to accommodate a legal cannabis enterprise as the “highest and best use” of a prominent location. And that is only four to five blocks away. It's clear that appearances do matter. And that restrictions seem to have a place.

As appearances go, the subject property is on something of an escarpment: it sits on the edge of a plateau, from which lands drops away beneath, toward the ocean. In other words, it has no backdrop. For this reason alone, the excessive height proposal will, in all directions, cause significant loss of light and overshadowing; overlooking and loss of privacy; will be a ‘sore thumb’ protruding, unsightly, into the visual aspect of the traditional environs of the community. I fully support the protections against these excursions, that are afforded by the current bylaws.

When I purchased my property 16 years ago, I purposefully sought one that was ‘within the grid’ referring to the efficient planning layout that is conducive to pedestrian activity, avoiding the nonsensical curlicues

and dead-end appendices of 'modern' suburban planning. An area of 'town' to which it seemed careful planning and a traditional aspect would always apply.

I have nevertheless been realistic and aware that development on subject property was a given. I trusted that in keeping with the established area, nothing greater than three or perhaps four stories would even be considered, with multi-unit residential buildings at that height already in the immediate vicinity. That would seem to be in keeping with local and strategic planning policies, from a height perspective at least.

Height is not the only consideration for this location. While increased density in Ladysmith is desirable, this location is ill-suited for it. It is on the outside corner of a hazardous road elbow where speeding is common and where no sidewalk exists on that or adjacent properties. Access for disabled persons will be a seemingly insurmountable challenge. Adding multi-unit ingress and egress at that treacherous point will exacerbate an existing problem for all in the area. I would not have dreamt that doubling all current allowances would even be entertained here.

While this will undoubtedly raise the ire of some, there are nearby areas where the same proposal would have lesser impact. Given the height differential at areas between Bayview Ave. and Dogwood Drive, as with the current multi-unit residential properties there, the above considerations are virtually eliminated. It affords the amenities that make a project successful, without the overwhelming drawbacks of this ill-considered proposal. The same is true of Edgewood Estates; the McMansions in new developments at the end of Colonia Drive; those encroaching on the Holland Creek riparian zone (above and below); and south of Davis Road. The apartment building some distance away but also within town, on 2nd Avenue, is well-situated with respect to all of the above considerations. It can be done right.

Why is the 'Town' not advocating this type of density in any of the numerous, recent, unestablished, well-serviced, planned (infrastructure such as road, access) development areas (including even nearby Clarke Rd)? The subject property is not and should not be considered, as is in keeping with current bylaws, a postage stamp-sized 'development' area.

In fact, should this proposal be greenlit, I suggest Mayor and Council promptly give up the charade of being a Town and further, abandon the pretence of undertaking the recently announced OCP – because it would, presumably, serve none but the authors. I encourage both to demonstrate the integrity of the office they hold.

Respectfully submitted,

Christine Mathers

From: Catherine Thomson

received
APR 6 2021

Ladysmith BC

April 6, 2021

I am writing to express my concern over the proposed development at 201 Dogwood Drive, Ladysmith, B.C. I have lived in Ladysmith for over 30 years, the last 3 on Bayview Avenue, near the intersection of Dogwood Drive and near the new proposed development. I am in favour of some form of re-development at the former Dalby's location. In my opinion the new proposal shows significant improvements over the initial proposal, however I still have several concerns over the new design revisions and its potential to negatively affect our mostly residential neighbourhood:

1. Although the proposed redesign of the building is significantly improved from the original "boxy" design, the building is still too high. On the Forward Road side, the building will still be over five stories, since the parking level on that side is partially above street level. This height is completely uncharacteristic of the residential neighbourhood, and sets an unwelcome precedent for future developments. The height of the building will negatively impact neighbours via shading and sightlines into homes and yards. In keeping with other buildings in the neighbourhood, I think the building should be reduced by 1 floor, resulting in 2 full floors and 2 that are set back, in addition to the underground parking level.
2. The proposed number of parking spaces for the number of units is still too few. The OCP requires 30 spots for residents (which I believe is not enough) but the proposal only has 25 resident units. This is definitely not something that the Town of Ladysmith should allow, since it will lead to problems in the surrounding residential area for years to come. I do not understand why the town should vary its OCP requirements and to provide parking for a private developer. Parking in the area around the proposed development is already minimal. There is a blind corner as First Avenue transitions out of downtown, which does not allow much Street parking, and Forward Road is a short, dead-end street lined by single family homes. These residents should not have to bear the brunt of poor planning by the developer. Increasing the number of parking spots and reducing the number of units by eliminating a floor would address this issue.
3. The blind corner as First Avenue transitions into Dogwood Drive is already busy, so this significant increase in traffic, coupled with the lack of proposed parking will create additional traffic and safety issues in this area. A reduction in units by eliminating a floor would mitigate some of these concerns.

Please address these concerns in adjustments to the development plans for the former Dalby's site.

Thank you

Catherine Thomson

From: Deb Cross
Sent: April 6, 2021 10:33 AM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Bylaw 2062 & 2063 Amendments

Regarding the public hearing tonight I would like to speak in favor of the amendment.
I feel that the higher density development is an excellent use of Lots 201 and 203 corner of
Dogwood Dr and Forward Rd.
The developer is competent and professional and I believe will build a quality product.

Thank you

Debra and Robert Cross

Ladysmith, BC

From: Ken Chipeniuk
Sent: April 5, 2021 7:50 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Re: Public Hearings

Please forward to the attention of Councillors. Thank you.

Dear Councillors

Regarding Public Hearings scheduled for April 6, 2121

The number of recent requests to Ladysmith Council for amendments to the Town Official Community Plan and Zoning Bylaw has caught our attention. We wish to express the opinion that it would be inappropriate for Council to enact these amendments,

unless

there are clear and compelling reasons to do so, based on extraordinary benefit to the Town or saving harm to our community. Of course, this requirement for rational justification should prevail at all times. However, this is especially critical today since there is a public process underway to review and update, if necessary, the OCP.

We hope each Councillor voting in favour of the amendments will explicitly explain their rationale for a positive vote. It seems this responsibility is further heightened by the level of public opposition to the amendments.

We encourage Councillors to demonstrate the highest level of integrity and professionalism to prevent the OCP review, and the OCP itself, being seen as a meaningless processes.

Thank you

Debbie Graham
Ken Chipeniuk

Ladysmith

From: Kerry Campbell
Sent: April 4, 2021 4:16 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Zoning bylaw amendments Bylaw 2062 and 2063

Official Community Plan Bylaw Amendment and/or Zoning Bylaw Amendment Bylaw 2062 & 2063 April 6 2021.

My name is Kerry Campbell and I am a registered owner along with Patricia Ann Simington, at

I have some concerns as to the changes proposed as listed below.

(1)- I fear that this proposed 5 floor building will affect our views from our home of the bay, which was the biggest deciding factor in us purchasing the property in the first place. We were aware of the former marine repair facility being vacant at the time and were told that the zoning C1 was in place.

(2)-what studies have been completed with respect to issues such as infrastructure that a project of this size would have on our towns water, sewer, traffic control and fire suppression/life safety. Fire suppression is definitely a major consideration. A building of this height will require fire fighting specialized apparatus ie: aerial ladder/waterway.

Is this something that our fire department has in place?

Is there adequate water supply available at the site?

Will the building have sprinklers and standpipe?

If this is a 5 storey building with wood frame construction, these are all crucial components for not only the life safety of the buildings residents but also every building in the vicinity.

What cost is this going to have to the existing taxpayer of Ladysmith to ensure that all of the necessary infrastructure is in place and while I understand the building will provide funding in the form of tax revenue.

(3)-This particular stretch of First Ave/Dogwood Drive has a great deal of traffic already and with the speed at which traffic drives on this piece of roadway what will be the access point for this building so vehicles will be able to safely enter and exit this property.

While we welcome growth and are glad to see that there is an interest in Ladysmith as an up and coming progressive community we personally do not think that this is an appropriate location for a project of this size and we are not in favour of this project.

Respectfully submitted,

Kerry L Campbell and Patricia Ann Simington

Owners and occupants

Ladysmith BC

email:

Please confirm by email that this submission has been received and will be presented at the hearing on Tuesday April 6 2021 @6:00 pm

WRITTEN SUBMISSION IN OPPOSITION TO CURRENT DEVELOPMENT PROPOSAL AT THE DALBY'S SITE

I write to express my opposition to allowing the development at the old Dalby's site to be a 5 story building.

I live on White St and currently enjoy a wonderful ocean "glimpse" from my patio and kitchen window.

I was deeply concerned after attending a virtual town hall on this issue and reviewing what was being proposed to councillors on the agenda. I specifically refer to the Architects documents titled "PR1 to PR5". The images shown using a red arrow to indicate the top of the proposed building are totally illusive. The building's width and aspect are not shown in these pictures.

I feel offended by the architects plan labelled "PR1" and titled "neighbourhood site lines" which references the height of the proposed building to the shape of the hill of the town. The drawings title, "sight lines" would have the viewer conclude that anyone living outside the 68.5M elevation contour won't have their view affected by the proposed building. I can assure you that this is not the case. I live on the high side of this contour and I can currently see the roof of the Dalby's building at the base off my ocean glimpse, adding an additional 4 stories to the site will all but totally eradicate my ocean view and replace it with the backside of a condo development.

The topographical landscape of the old town of Ladysmith slopes down from the high side of 4th Avenue and Roberts street to a crest at which currently sits the old Dalby's site. Take a walk around this area and you can see, people's homes are oriented to take in views of the ocean created by the natural viewing corridor provided by the shape of the hill. The town has a seating bench in place at the corner of 4th Avenue and White St for people to enjoy this view, and I'm so happy I live here every time I take in this view too.

I know that this is a brown field site and that the developer will remove harmful contaminated soil in the process of developing it, but please don't lose site of the fact that the Dalby's site is a valuable asset that particularly in light of the recent real-estate boom, is an asset that is appreciating rapidly. Views experienced from the Dalby's site at ground level are spectacular, the value of the property would surely make return on investment in developing viable at less than 5 stories.

Please re-assess your decision to allow this development at 5 stories, one thing's for sure, it won't be taken down once it's been built and what will be there will only be a monumental middle finger to hundreds of rate payers for the benefit of adding 25 more rate payers.

Luke Palmer

Ladysmith BC

From: Leanna Vosper
Sent: April 5, 2021 7:22 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: official community bylaw

Dear Town Of Ladysmith,

I am writing because I am saddened to read about the proposed 25 unit , 5 story multi-family residential building for 201 and 203 dogwood drive.

My attraction to my home here was the beautiful ocean view seen from my front porch, living room, and master bedroom. If this proposal goes through it will most defiantly block the views from my home, neighbours homes, and bring down the value significantly. When purchasing our property we loved the character of the older homes and shops. A new structure like this would also not fit the vibe of this beautiful town.

Another concern I have is in regards to parking and traffic. Would we be constantly policing speeding traffic with a new building such as this?

Our daughter enjoys playing outside in our yard, and it would be very upsetting if it became unsafe to do so.

I do agree it is nice to see change and growth, however feel strongly that this is not the right location to do so.

From the residents of Methuen street, and our surrounding neighbours please don't allow this building proposal to be approved.

Keep the old town charm and ocean views for more then a dozen homes in the area.

Sincerely,
Leanna Vosper

From: Margot Lunney Paul Vautour <
Sent: April 5, 2021 8:53 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Questions and Concerns regarding the Proposed Development at 201 and 203 Dogwood Dr.

Concern:

We are concerned that the proposed 5 storey development is setting a bad precedent for future development in Ladysmith. This may open the door to larger and taller (i.e. 5+ storey Multi-Family Residential developments going forward in Ladysmith. We believe the proposed building is not in keeping with the character and architectural style of the Town of Ladysmith and to our knowledge this will be the only building of this height along the coast between Sidney and Nanaimo.

Questions and Comments:

Why is this development hearing proceeding in light of the new Official Community Plan committee that was just struck? Should this development be approved to proceed, the precedent for 5 storey Multi-Family Residential developments and other 5 + storey developments will have been set and it could force the new OCP committee to endorse other similar projects.

It would seem that the Town of Ladysmith is proceeding on a path of approving housing density. Density obviously will add to the Town's coffers to finance projects but is it wise to proceed with the concept of multiple unit density before the new OCP committee has articulated its vision for the Town of Ladysmith?

Where will vehicle access to and from 201/203 Dogwood Road originate from? This is a sharp blind corner and additional turning traffic to and from the development could create the potential for traffic and pedestrian accidents. With the addition of 25 to 50 vehicles belonging to the residents and guests at 201/203 Dogwood, we believe it has the potential to become a dangerous intersection.

Will on-street parking on Dogwood and Forward Road be permitted for additional vehicles belonging to residents, guests and customers of 201/203 Dogwood? On-street parking has the potential to add to the congestion on this section of Dogwood and on the streets surrounding the development (Bayview, First Avenue, Gifford Road and Dogwood).

The new proposal indicated that a flashing light will be erected at Dogwood and Bayview, "subject to feasibility". What is the purpose of the flashing light at Dogwood and Bayview? What if it is not deemed feasible? What is the alternative?

Can the current infrastructure (i.e. marked crosswalk at Dogwood and Bayview and existing traffic lanes going north and south on Dogwood) support the additional vehicle traffic and parking requirements for the two proposed developments at 201/203 Dogwood and the "Jailhouse" development on Belaire?

Thank you for your consideration of our concerns.

Regards,
Paul Vautour
Margot Lunney

From: NOEL McKenna
Sent: April 5, 2021 8:23 AM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: comment on 201-203 Dogwood Drive rezoning application

Hi ,I am writing to let you know my opposition to the proposed rezoning of the Dalbys site. I believe that the rezoning requested by the developer is not going to provide a benefit to the town and our community. The proposal does not meet the criteria under the current OCP and since we are now spending lots of money to review the OCP to meet the needs of the town going forward, we should respect that process and let it run its course.

Rezoning this lot now sets a dangerous precedent that other developers may point to so that they may ask for more density bonuses on their developments. This is not how this process should unfold. Spot zoning is not good planning.

I would ask at this time that the council turn down this proposal. It is not up to the town and its residents to subsidize developers with rezoning. Let them build what they are allowed to under present zoning. If that does not suit them, they can wait for the OCP process to unfold and to be heard from the entire town.

I would also add that during this review process, the town should not be approving any major rezoning or variance applications.

Thank you for considering my input. Please do not approve the rezoning application,

Noel McKenna and family

received
APR 6 2021

From: Diana Childs
Sent: April 6, 2021 11:39 AM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: 201/203 Dogwood Drive

I live at

I am concerned about five stories overlooking everyone's back yards and also about parking spaces. There is already a problem on Bayview with parking, and it is only going to worsen with the pubs, etc coming soon across the road.

Darby's is an eyesore. We can only hope this building will be beautiful architecture!

Sincerely,

Diana Childs

Sent from my iPad

From: Brian Yendrowich
Sent: April 6, 2021 2:18 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Dalbys repurposing

The dalby site has been vacant for some time now and has been ripe for developing. I have no idea as to what the proposed building is to look like other than it being a monstrous five stories. it would be nice to see a change at that location but i am pretty certain that allowing that many levels there only sets the precedent for a six story structure somewhere in town by the next development company.

I realize that the trend here in British Columbia is to build and develop, a drive around town reveals that is truly happening, more houses / living units. I get that, its a beautiful place and all of the development will increase the tax base but i am certain that there will be a multi faceted cost to all residents through increased traffic,pressure on existing infrastructure and a need to raise taxes.

If this five story building is approved and built,the biggest winner will certainly be the development company

Sincerely
Brian yendrowich

From: Bert or Evelyn
Sent: April 6, 2021 2:53 PM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Public Hearing, 201/203 Dogwood Drive

201/203 Dogwood Development

Concerns

Tuesday, April 6, 2021

Traffic/Parking

(1)

We live at the South end of Forward Rd () which is a dead end street. Daily there are vehicles entering Forward Rd for deliveries or by mistake. Mostly they come to the end of the street to turn around, usually using a portion of our driveway in the process. So far this has not been a major problem. However, with the addition of the proposed development(s) this type of traffic will certainly increase and is likely become intrusive.

(2)

There is an area at South end of the road that is intended to facilitate vehicles backing out of our driveway and safely onto Forward Road. This space will appear to be available parking. One solution is to prohibit parking by road-painting a No Parking area - similar to several residences on 3rd Ave in the vicinity of Hillside Medical Clinic. Another solution would be signage limiting the area as a "turn-around" only

Safety

(1)

We support the implementation of a controlled (lights) pedestrian crossing between the new development and the Bus Stop across the street. (There is mention of this in the Public Hearing Binder). It would make the crossing safer as there is a blind spot for traffic heading South on 1st Ave. A crossing would connect nicely with the bus stop. I expect most pedestrian traffic will be between the development and downtown.

(2)

When Dalby's Service was operating we often had difficulty safely exiting Forward Road. The sight-line looking west was usually obscured by boats or vehicles in front of the existing building (on Dalby property). This would also be a concern for the new residents leaving from Forward Road. Some consideration should be given to keeping the area clear of trees or other sight obstructions.

We are supportive of a development with a height limitation of 4 storeys
A 5 story building seems intrusive and out of character for the area.

Bert and Evelyn Scholl

33 Methuen Street,
Ladysmith, BC

April 6, 2021

Dear Mayor and Council,

I am writing to express my concerns over the proposed rezoning and OCP amendment at 201 and 203 Dogwood Drive, Ladysmith BC. For the past 28 years, my family has lived on the south-east corner of Methuen and 1st Avenue, approximately 50 metres from the proposed development.

201 & 203 Dogwood has been vacant for over a decade and the building have been left in disrepair. I welcome the redevelopment of this site and the remediation of both Forward Road and the private property. I also support the proposed multi-family use and find the form and character of the proposed building and landscaping attractive.

However, I am very concerned about the proposed density, the inadequate on-site parking, the proposed commercial use, the proposed use of Amenity density bonus, and the proposed Multi-Family Mixed Use (R-4).

This site consists of two lots with an approximate area of 15,000 sq ft., which is not much larger than two standard single-family lots in much of our community.

This proposal is contrary to the values and vision of the Town of Ladysmith Official Community Plan. The proposal calls for 24 units of housing and one unit of commercial, with a density of approximately 180 units per hectare **which is three times the allowable 60 units per hectare in the Multi-Family** designation within the existing OCP or Zoning Bylaw. Furthermore, the proposed use has a density 80% more than envisioned in the existing OCP under the Downtown Mixed-Use designation with density bonusing allowing a maximum of 100 units per hectare. If the maximum permitted density, within the existing OCP was applied to this site the development would be permitted 14 units.

It is my understanding that the cost of environmental remediation has been used to justify the consideration of such density and a five-story structure (Council Resolution of October 6, 2020). However, the off-site remediation of Forward Road, according to the proponent's report, is approximately \$168,000. No cost has been provided for on-site remediation despite extensive test drills (30) undertaken by the proponent in 2020. **Without such costs being provided how can the Town justify considering the addition of so many units?** A 'bonus' density of 3-4 extra units would be more appropriate to compensate for \$168,000 in remediation costs, if the developer did not already receive a benefit in purchasing the property for a reduced price in the first place. According to BC Assessment, the property transferred title in the summer of 2019 for \$200,000. It appears that the sale price may have already accounted for remediation costs.

I am opposed to present allocation of 29 parking stalls. It appears to be grossly insufficient for 24 residential units and 1 commercial unit. Is this based on a Town generated formula? It appears not. On page 48 of the Town of Ladysmith Zoning Bylaw 2014, No. 1860 -Schedule A,

COLUMN 1 USE	COLUMN 2 REQUIRED NUMBER OF SPACES
<i>Manufactured Home Park</i>	1 per <i>Mobile Home</i> , plus 1 per 5 <i>Mobile Homes</i> to be designated and signed for visitors
<i>Multiple-Unit Dwelling, Townhouse Dwelling</i>	1 bedroom: 1 per <i>Dwelling Unit</i>
	2 or more bedrooms: 2 per <i>Dwelling Unit</i>
	Plus 1 per 5 <i>Dwelling Units</i> to be designated and signed for visitor parking
<i>Single Unit Dwelling</i>	1 per <i>Dwelling Unit</i>
<i>Secondary Suite or Coach House Dwelling</i>	1 per <i>Dwelling Unit</i>
<i>Two Unit Dwelling</i>	1 per <i>Dwelling Unit</i>

it is clear that the 24 residential units would generate the need for 34 or 35 parking stalls on-site. Why is the proponent and the Town ignoring our own parking requirements?

At this time, there is limited on street parking available on Forward Road or Dogwood Drive. Dogwood Drive as it merges into 1st Avenue is busy and traffic calming measures were added some 15 years ago to help mitigate the safety issues caused by the speed of the traffic. The failure to provide adequate parking is going to have a negative impact on the neighborhood and create a daily frustration for all in the immediate neighborhood, for generations to come.

Will the Town require a Construction Parking Plan? This scale of building will require numerous trades accessing the site at one time. Is there enough space on site to accommodate?

To partially alleviate the parking challenge, I strongly encourage Council and the proponent remove the commercial unit from this development. I have not understood the value or purpose of the single commercial unit. Its presence does add an unpredictable variable to this development that has the potential of dramatically increasing the parking challenges and traffic congestion on this busy corner.

I was surprised and disappointed to find a staff recommendation, outside of an OCP process, to use this development to create a new high-density Multi-Family Mixed-Use (R-4) zone. Such a proposal to create an R-4 zone needs to be considered by the whole community in an OCP

review, not as a matter of a single neighborhood rezoning. I believe Council should consider a comprehensive development zone should this site be considered as a 'one off' development with unique circumstances.

Although the Province will not allow the issuance of a development permit until such time as they issue a release under the Contaminated Sites legislation and regulations, the same is the case of the rezoning application and subdivision (consolidation). Council should require both the development permit and rezoning and OCP applications be processed concurrently, and if successful, held at 3rd reading (rezoning/OCP) and issuance of the development permit until the Province issues a release. It is not in the public interest to process the zoning and OCP applications prior to development permit application, particularly where Council is acting on drawings and designs that cannot be guaranteed. If the development permit expires, with the new zoning in place, what assurance the Town has that the project will end up looking like what is being presented to Council and the community at this public hearing?

On one final note - I am also concerned that there appears to be no effort by the Town to ensure the building is EV ready by ensuring conduit is run to parking stalls for future installation of EV Charging Stations. This building we be here for decades to come, it should be made ready for a change in vehicles that is less than a decade away.

Thank you for your consideration of my concerns.

Rob Hutchins