



# AGENDA

## Community Planning Advisory Committee

Wednesday, November 2, 2022 at 7:00 p.m.  
City Hall Council Chambers, 410 Esplanade

***Mandate:*** *The mandate of the committee is to provide feedback to applicants and advice to Council on land use applications, policies, regulations and initiatives referred either directly by Council or through the Development Approval Procedures Bylaw.*

1. **CALL TO ORDER AND ACKNOWLEDGEMENT (7:00pm)**  
The Town of Ladysmith acknowledges with gratitude that this meeting takes place on the traditional, unceded territory of the Stz'uminus First Nation.
- 1.1 **INFORMATION ON HOW TO VIEW/ATTEND THE MEETING**  
  
Residents are welcome to attend in person at City Hall Chambers at 410 Esplanade or "virtually" attend the meeting using the meeting link below:  
<https://us06web.zoom.us/j/83728033812?pwd=eVRnbXlvcEZEQm1Bbytsa0FyOEoxZz09>
2. **AGENDA APPROVAL (7:05pm)**
3. **ADOPTION OF OCTOBER 5, 2022 MINUTES\* (7:05pm)**
4. **COUNCIL REFERRALS**
  - a. **OCP & Zoning Bylaw Amendment 3360-22-06 – 440 1<sup>ST</sup> Avenue \***  
(30 minutes)
5. **NEW BUSINESS**
  - a. **Committee Structure and CPAC Terms of Reference**  
(10 minutes)  
Background Information:
    - Development Application Review, Spring 2018: <https://www.ladysmith.ca/city-hall/development-application-review-project>
    - Committee Structure Review from Dec 3, 2018 Council meeting: [https://www.ladysmith.ca/docs/default-source/council-meetings/2018-council-meetings-\(v2\)/2018-12-03-council-agenda-web.pdf?sfvrsn=d8ce9db\\_4](https://www.ladysmith.ca/docs/default-source/council-meetings/2018-council-meetings-(v2)/2018-12-03-council-agenda-web.pdf?sfvrsn=d8ce9db_4)
    - Council Adopted CPAC Terms of Reference and disbanded previous Committees from April 2, 2019 Council meeting: [https://www.ladysmith.ca/docs/default-source/council-meetings/2019-council-meetings/2019-04-01-council-agenda-ml.pdf?sfvrsn=3528e9db\\_6](https://www.ladysmith.ca/docs/default-source/council-meetings/2019-council-meetings/2019-04-01-council-agenda-ml.pdf?sfvrsn=3528e9db_6)
6. **MONTHLY BRIEFING (7:45pm)**  
File Updates (10 minutes)

7. NEXT MEETING - TBD

8. ADJOURNMENT (7:55 pm)

\*Attachments



# MINUTES

## Community Planning Advisory Committee

Wednesday, October 5, 2022 at 7:00 p.m.  
This meeting was held electronically

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**PRESENT:** Acting Chair – Tamara Hutchinson; Members – Abbas Farahbakhsh, Brian Childs, Jason Robertson, Council Liaison – Marsh Stevens; Senior Planner & Recorder – Christina Hovey; Planner – Julie Thompson

**ABSENT:** Members – Jennifer Sibbald, Steve Frankel; Jason Harrison

**GUESTS:** Applicant – Brody Phillips (File No. 3360-21-12)

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Senior Planner C. Hovey called the meeting to order at 7:17pm, acknowledging with gratitude that Ladysmith is located on the traditional unceded territories of the Stz’uminus First Nation.

**1. ELECTION OF CHAIR**

It was moved, seconded and carried that Jason Harrison be elected chair for another term.

**2. ELECTION OF ACTING CHAIR**

Tamara Hutchinson was selected as the acting chair of the meeting by consensus.

**3. AGENDA APPROVAL**

It was moved, seconded and carried that the Agenda of October 5, 2022 Community Planning Advisory Committee meeting be approved.

**4. ADOPTION OF MINUTES**

It was moved, seconded and carried that the Minutes of September 7, 2022 Community Planning Advisory Committee meeting be approved.

**5. NEW BUSINESS**

None.

**6. COUNCIL REFERRALS**

**a. Zoning Bylaw Amendment 3360-21-12 – 11 & 17 Warren Street**

Planner Julie Thompson provided a brief overview of the proposal. A development permit is required and will be referred to CPAC for review since the property is in DPA 2 (Downtown). Applicant Brody Phillips was available to answer questions from the committee and stated that he would relay the comments from the committee to the property owner.

The committee members made positive comments about the proposed style and design of the buildings which pick up on the “feel” of the area. Although the neighbouring homes are small there are some larger buildings nearby (e.g. Buckingham’s Browsersium, Eagles Hall).

The committee pointed out that the location of the property is ideal for additional density and multi-family housing. The parcel is flat and is in the downtown, one of the most walkable locations in Ladysmith. The proposal supports the goal of having more

people living in the downtown and the proposed 3-bedroom units would accommodate families. There are opportunities in the immediate area for redevelopment but the location is a tucked away/hidden. The committee encouraged additional density (more units than are proposed), provided it could be done without sacrificing the aesthetic style of the buildings.

CPAC recommended making changes to the proposal to allow for additional landscaping and outdoor amenity space. Suggestions included; reducing setbacks, reducing parking requirements, or reconfiguring the design from two to one buildings to remove the space between the buildings. For parking, Warren Street is wide enough to allow for ample on-street parking. The space between the buildings could be considered “wasted” if little light gets in and it can be poorly maintained, collecting moss and garbage.

**It was moved, seconded, and carried that the Community Planning Advisory Committee supports the rezoning application in principle, but recommends that Council look for opportunities to:**

- increase the density;
- increase the amount of usable greenspace; and
- keep with the proposed neo-traditional design.

**7. MONTHLY BRIEFING (7:40pm)**

The following files, that the Committee previously reviewed, have been to Council since the last meeting:

- Holland Heights/Lot 5 Holland Creek (3360-21-08)
- 1301 & 1391 Rocky Creek Road (3360-20-08)
- 1130 Rocky Creek Road (3360-20-02)

The draft new OCP received 1<sup>st</sup> reading and is being circulated to external agencies and other governments.

Committee members can review the Council Agendas and Minutes or contact staff for further information. One committee member expressed disappointment that 1130 Rocky Creek Road file was not referred back to CPAC by Council for further design review, which CPAC had requested. Senior Planner C. Hovey committed to looking into the possibility of amending the Committee Structure and/or Terms of Reference as a follow up to that concern.

**8. NEXT MEETING – TBD**

**9. ADJOURNMENT**

**It was moved, seconded and carried that the meeting be adjourned at 8:37pm.**

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Acting Chair (T. Hutchinson)

**RECEIVED:**

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Corporate Officer (D. Smith)

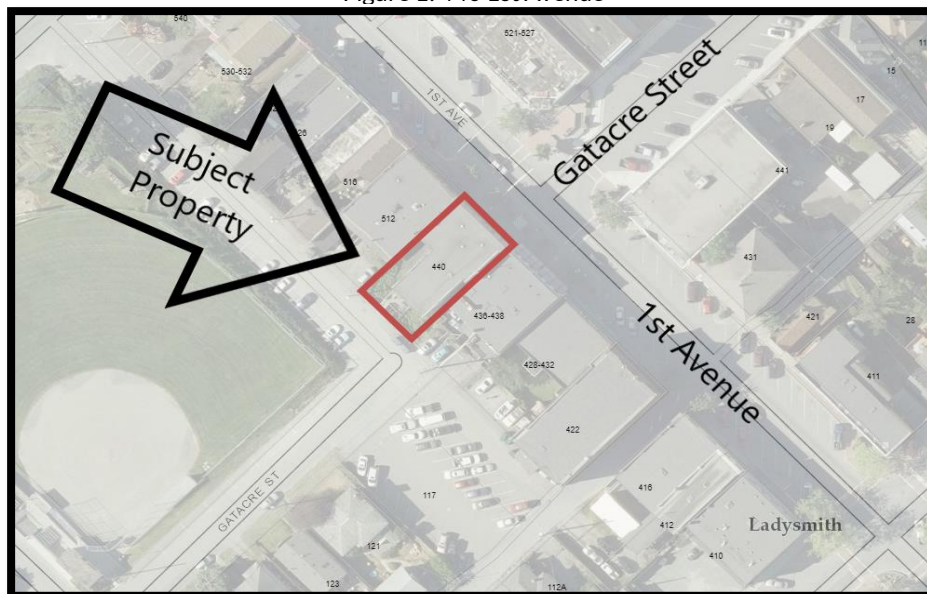
## REFERRAL REPORT

Report Prepared By: Christina Hovey, RPP, MCIP  
Meeting Date: November 2, 2022  
File No: 3360-22-06  
Re: OCP and Zoning Amendment Application for 440 1st Avenue (Islander Hotel)

### INTRODUCTION/BACKGROUND:

The Town has received an application to amend the Official Community Plan and the Zoning Bylaw to allow for a redevelopment of the existing heritage building located at 440 1<sup>st</sup> Avenue the Island Hotel “the Islander”. The existing three storey building contains 13 residential units (a mix of primarily studio, one-bedroom units and two two-bedroom units) and 2 commercial units on the main storey (one is vacant and one is an antique store). The subject property is approximately 0.05ha in size and located at a prominent location in the downtown at the intersection of 1<sup>st</sup> Avenue and Gatacre Street. The surrounding properties are commercial and mixed commercial/residential.

Figure 1: 440 1st Avenue



The proposed development would rehabilitated the existing façade and add two stepped-back storeys for a total of five storeys containing 20 residential units and 2 commercial units on the main storey. The new residential units are currently proposed to be a mix of primarily studio and one-bedroom units, similar to the existing.

Figure 2: Proposed Development

**Official Community Plan (OCP):**

**Existing:**

The subject property is in the Downtown Core designation in the OCP (Bylaw No. 1488). The downtown core is intended as the Town’s primary business and public activity centre, providing for a range of commercial and residential uses. The maximum density permitted is 1.0 Floor Space Ratio (FSR) for commercial uses and up to 40 units per hectare for residential uses. There is provision that “A higher FSR may be supported for the restoration of buildings on the Community Heritage Register.”



The proposed density for 440 1<sup>st</sup> Avenue is for an FSR of 3.0 and a residential density of more than 300 units per hectare. The proposal exceeds the maximum permitted in the OCP and therefore an OCP amendment is required.

Policies in the OCP that are relevant to the proposed amendment include the guiding principles which include “Preserve heritage and cultural resources” and “Support downtown revitalization”. Policies related to the downtown encourage mixed-use commercial and residential developments and encourage new residential development near the downtown.

Figure 3: Proposed Development



### **New Draft OCP:**

The Town is working on a project to replace the existing OCP with a new OCP, the new OCP has been given 1<sup>st</sup> reading but has not yet been adopted. In the draft OCP, the subject property is located within a “Priority Growth Area” and is designated as “Downtown Heart”. The draft Downtown Heart designation specifies that on 1<sup>st</sup> Avenue development should:

- Have non-residential uses on the ground floor;
- Allow for up to 5 storeys provided the building respects the existing streetwall and stepsback upper storeys.
- Have a maximum FSR of 3.0.
- Consider compatibility with neighbouring buildings and consider view protection from public open spaces and sidewalks.

The proposed development is consistent with the draft new OCP. As currently written, an OCP amendment would not be required to the new OCP to accommodate the proposed development.

### **Development Permit Areas (DPAs):**

The subject property is within Development Permit Area 2 – Downtown (DPA 2) and Development Permit Area 4 – Multi-Unit Residential (DPA 4). Therefore a development permit (DP) will be required prior to construction. The DP application process will address the details of building and site design within the parameters of the zoning and in accordance with the development permit area guidelines.

### **Zoning Bylaw No. 1860:**

The subject property is in the Downtown Commercial (C-2) Zone. The C-2 zone permits a range of commercial uses and permits dwelling units as an accessory use (i.e. provided there is also a commercial use).

Other than proposed uses, the development does not meet the other provisions of the C-2 zone including the maximum number of dwelling units, floor space ratio, parcel coverage, height, and the required parking. Table 1 outlines the key zoning regulations compared with the proposed building.

Table 1: C2 Zoning regulations and proposed development

<b>Zoning Regulation</b>	<b>Required</b>	<b>Proposed Building at 440 1<sup>st</sup> Avenue</b>
Dwelling Units	75 per hectare max.	450 per hectare
Floor Space Ratio	1.0 max.	3.0
Parcel Coverage	75% max.	95%
Height	12.0 metres max.	18.0 metres
Parking	Approx. 24 (approx. 8 for commercial, 50% may be paid as “cash in lieu” plus 1 per residential unit = 20)	4 spaces total.

**Island Hotel Heritage Elements:**

The Island Hotel is listed on the Town of Ladysmith's Community Heritage Register. The building was originally constructed in 1900 and was substantially renovated in 1913. The heritage value is linked to the history of hotels in Ladysmith, which provided an affordable housing alternative for mining workers, as well as to its location as part of a grouping of largely intact historic buildings in Ladysmith's commercial core. The heritage defining elements of the building include the building's continuous commercial use, the modest Edwardian style and the location.

**Community Amenity Contribution Policy:**

The Town's Community Amenity Contribution Policy suggests a range of examples of contributions that may be appropriate. Most likely to be relevant in this case would be a contribution relating to provision of affordable housing or heritage conservation.

**NEXT STEPS:**

Following referrals, the applicant will proceed to Council for consideration. In accordance with the Community Planning Advisory Committee (CPAC) "Terms of Reference" the DP application is subject to an automatic referral to CPAC.

**ATTACHMENTS:**

- A. Rezoning Visioning Statement (applicant submission)
- B. Island Hotel 440 1<sup>st</sup> Avenue, Community Heritage Register





the **Island Hotel** A Renovation & Re-build

440 First Avenue, Ladysmith, BC

**Rezoning Visioning Statements**

First Street Freeholders Ltd. May 14, 2022

## The Island Hotel A Renovation & Re-build

The Island Hotel, known locally as “the Islander”, has been part of Ladysmith’s downtown for over a hundred and twenty years. Though it has provided the community with housing and various commercial enterprises, it has not experienced much care for its maintenance and is now in poor condition. In addition, the present frontage does not meet today’s requirement for handicap accessibility from the street.

With new Owners who are fully committed to heritage and the community, as demonstrated by their building at 20 Gatacre Street, the Islander will be rejuvenated.

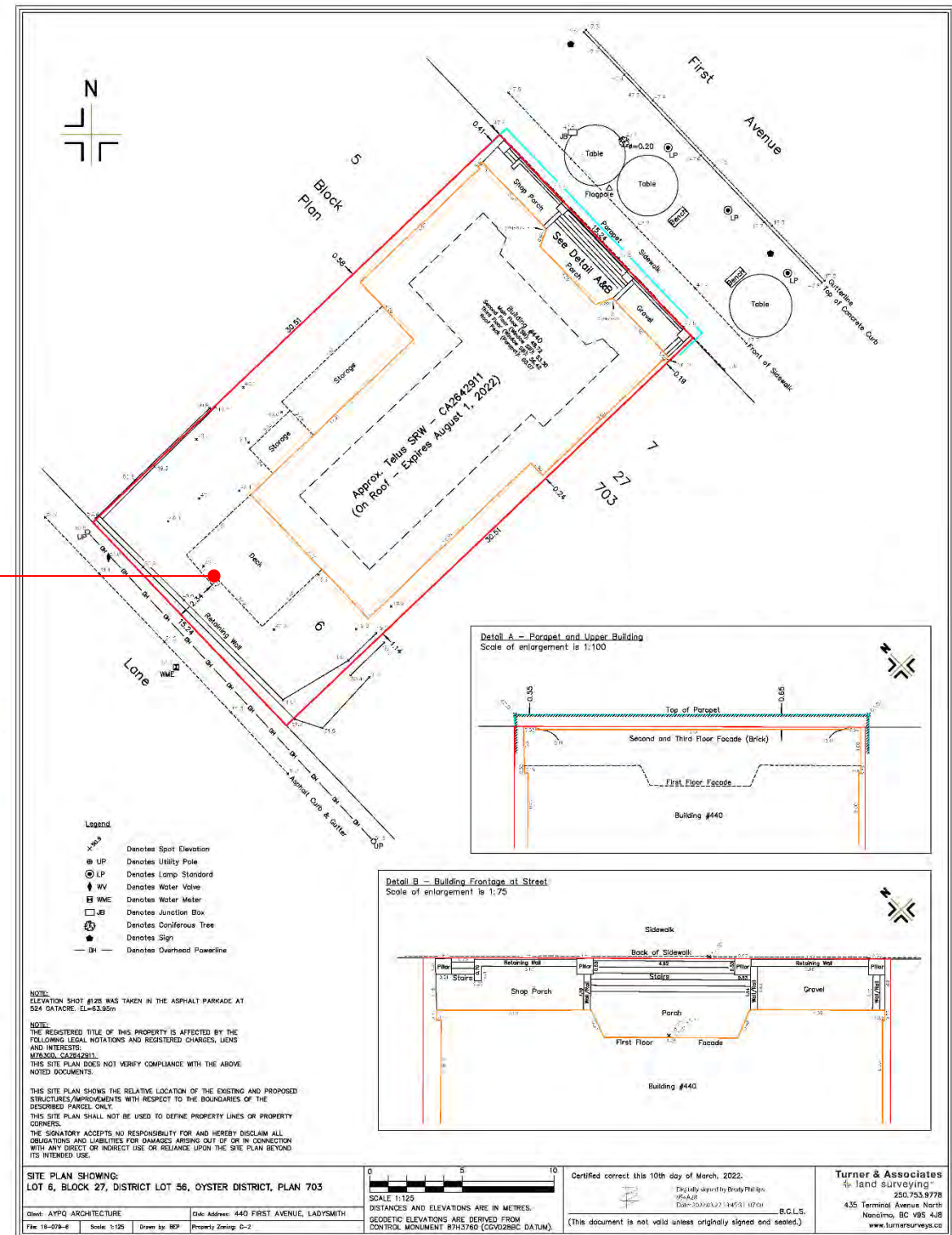
Its Edwardian brick façade will be retained and renovated to give commercial activity street level accessibility. The Owners are requesting zoning to entirely rebuild the brick façade to five storeys, with the two levels above the façade stepping back to ensure that the Islander’s historic character will remain featured on First Avenue. In addition, with a commitment to rental, the increase in height will result in a greater number of residential units, increasing Ladysmith’s rental stock.

As the Islander’s central location promotes walking & bicycling to the many services and establishments in and around the downtown, reliance on vehicles for residents will be reduced. To support alternate modes of travel, bicycle storage and charging stations will be provided to accommodate these activities. Presently, there is no parking on site. A limited number of on-site parking will be provided, accessed from the laneway.

New construction will incorporate sustainable systems & practices with landscaped roof areas and solar panels.

The Island Hotel Renovation & Re-build looks to the future in its commitment to Ladysmith’s downtown livability and economic growth.

**Location & Survey**  
440 First Avenue, Ladysmith BC



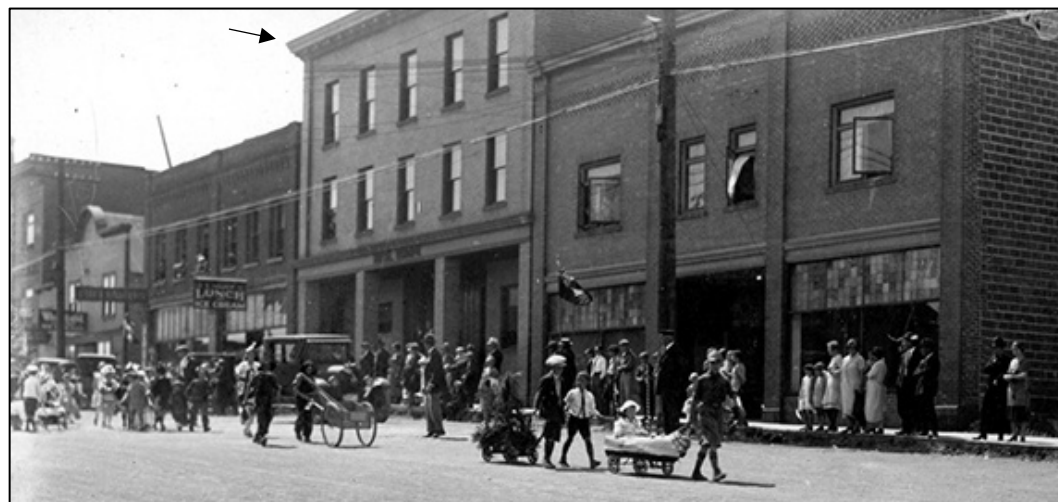
the Island Hotel  
**HERITAGE VALUE**  
 (Text from Ladysmith & District Historical Society)

The Island Hotel is a very good example of an Edwardian commercial façade.

Originally built in 1900 as the Europe Hotel, the building underwent substantial renovations in 1913.



The hotel was raised, a floor was added and a brick façade was applied.



These changes were the result of new laws that required hotels to have certain numbers of rooms in order to hold liquor licenses. The restrained, symmetrical style reflects a shift from the more eclectic and elaborate styles of the Victorian era that preceded it.

Although some later alterations were made to the building to accommodate changing street grades, the Island Hotel is substantially intact.



*“The Island Hotel is a tangible reminder of the social and economic importance of hotels in Ladysmith’s history. Like most mining communities, early Ladysmith had a large population of single, often transient, men. As affordable housing alternatives, hotels functioned as living quarters and, in the saloons and restaurants located on the ground floor, as social centres. The hotel contributes significantly to the understanding of working-class male history.”*

~ Ladysmith & District Historical Society

**Character-Defining Elements**

~ Ladysmith & District Historical Society

The character-defining elements of the Island Hotel include:

- the building’s continuous commercial use
- all the elements of a modest Edwardian commercial building including the simple form and massing,
- symmetrical façade, brick facing, flat roof, simple one-over-one wood-framed windows, cornice and arrangements of doors and windows at the street level
- the building’s location within a group of similarly proportioned, historic commercial buildings on the town’s main commercial street.

**Sustainability Strategy #7  
A Healthy Community**

**Arts** - Continuing to support the arts, artists and artisans in the community;  
**Public realm** - Continuing to enhance the quality of the public realm.



**The Island Hotel Renovation & New-build**

The goal of this rezoning application is to ensure economic viability of the Island Hotel Project to provide ongoing safe, healthy accommodations and commercial activity for the community.

The existing building consists of a historic brick façade and an attached wood frame structure consisting of a main level commercial and two upper levels of residential. No on-site parking is present.

The façade is in good condition and will be rehabilitated. In contrast, the lack of maintenance over the years has resulted in the wood frame structure and services being in very poor condition. In addition, the main level is 3.0ft from street making the building non-accessible

In consideration to the Islander’s Heritage importance and sustained housing viability, the Project proposes to retain-renovate the Edwardian brick façade and re-build the entire wood frame structure and services behind it, incorporating provisions for accessibility.

To achieve this goal:

- FSR will increase from 1.0 to 3.0, and the
- building height to five storeys.

**Sustainability Strategy #1  
Complete Community Land Use**

**Housing** : Increased density of affordable housing.

**Commitment to Business Regulations and Licensing (Rental Units) Bylaw 2021, No. 2093”.**

With sensitivity for the existing housing situation and Ladysmith’s Renovation bylaw, the Owner is committed to assist existing tenants in their transition to alternate accommodations.

..... There is an acute shortage of rental housing.

..... Engagement results indicated a *desire for smaller and more affordable housing units* to answer concerns around unaffordability and mobility challenges.

..... Engagement results identified a need for more rental options, including more purpose-built rentals to meet housing challenges in the CVRD, especially for young families, youth, Indigenous people, those with mental health challenges, singles and seniors.

~ CVRD Housing Needs Assessment, *January 2021*

**Ladysmith’s Rental Stock**

The project will maintain residential rental accommodations. The number of units will increase from thirteen to twenty-two rentals, allowing the Project the ability to offer economical rentals within a range appropriate to Ladysmith and its surrounding areas.

**Editorial:**

*Housing situation grim in Ladysmith, but efforts are being made to fix it. Many people in town are working hard to make the community more affordable and sustainable.*

~ Tyler Hay *Dec. 10, 2021*

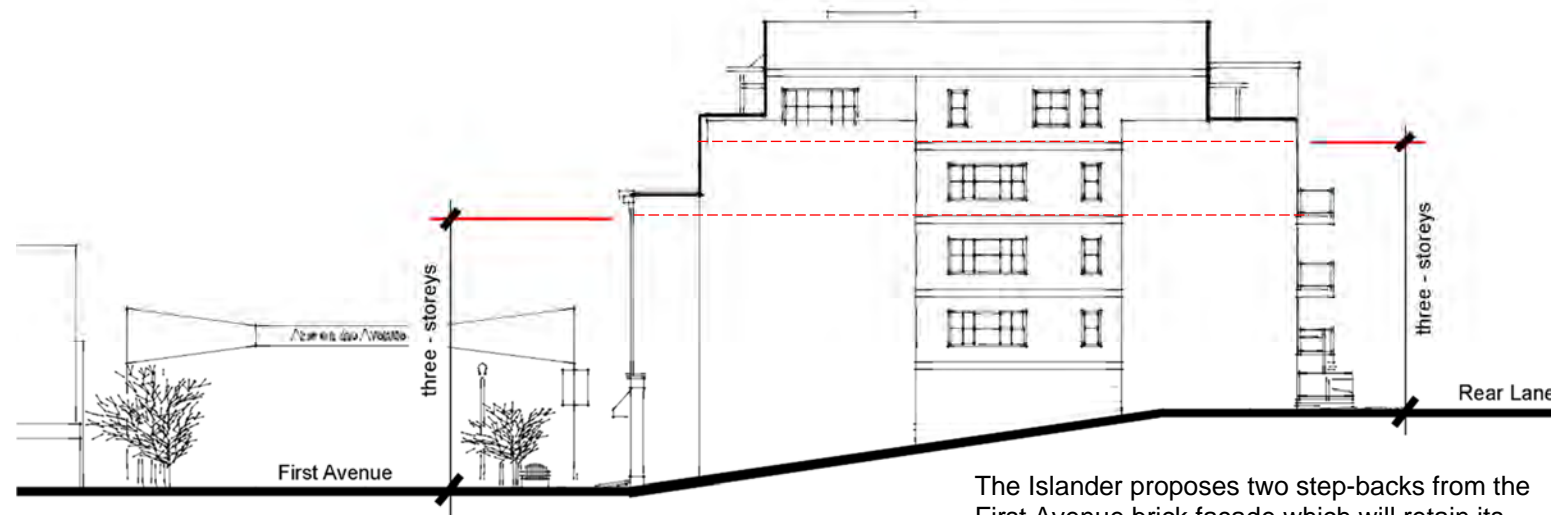
Household Income	30% of income	50% of income	North Cowichan	Ladysmith	Duncan	Elsewhere in CVRD
\$20,000	\$6,000	\$10,000	<b>\$10,641</b>	<b>\$10,306</b>	\$8,791	<b>\$12,775</b>
\$40,000	\$12,000	\$20,000	<b>\$12,560</b>	\$11,877	\$11,622	<b>\$13,855</b>
\$60,000	\$18,000	\$30,000	\$14,662	\$13,991	\$13,014	\$15,441
\$80,000	\$24,000	\$40,000	\$16,496	\$15,934	\$13,872	\$17,214
\$100,000	\$30,000	\$50,000	\$17,934	\$17,418	\$14,382	\$18,853
\$120,000	\$36,000	\$60,000	\$18,940	\$18,503	\$14,657	\$20,166
\$140,000	\$42,000	\$70,000	\$19,574	\$19,245	\$14,803	\$21,117
\$160,000	\$48,000	\$80,000	\$19,998	\$19,736	\$14,902	\$21,803
\$180,000	\$54,000	\$90,000	\$20,254	\$20,022	\$14,964	\$22,267
\$200,000	\$60,000	\$100,000	\$20,401	\$20,175	\$14,999	\$22,571
\$220,000	\$66,000	\$110,000	\$20,486	\$20,258	\$15,019	\$22,779
\$240,000	\$72,000	\$120,000	\$20,533	\$20,299	\$15,031	\$22,924
\$260,000	\$78,000	\$130,000	\$20,557	\$20,317	\$15,037	\$23,025
\$280,000	\$84,000	\$140,000	\$20,565	\$20,320	\$15,039	\$23,079
\$300,000	\$90,000	\$150,000	\$20,566	\$20,320	\$15,040	\$23,109

Table 4: Estimated housing costs versus household income for renter households. Incomes spending more than 30% of their income on housing costs are highlighted in teal. Incomes spending more than 50% of their income on housing costs are in bold teal.



**Sustainability Strategy #1  
Complete Community Land Use**

*Density increase in neighbourhoods to support transit & local businesses ; Pedestrian-oriented siting ; Affordable housing ; Self-reliance with diversity of jobs*



The Islander proposes two step-backs from the First Avenue brick façade which will retain its three-storey frontage. At the rear, a single step-back also results in a three-storey elevation.

**Town Vision – Value & Themes**  
**A Small Town Feel**

*New buildings – need to visibly respect and fit with the existing heritage rhythm, massing and forms*

As Ladysmith grows, First Avenue will experience vertical densification as an appropriate direction to address the need for housing within Ladysmith’s downtown core.

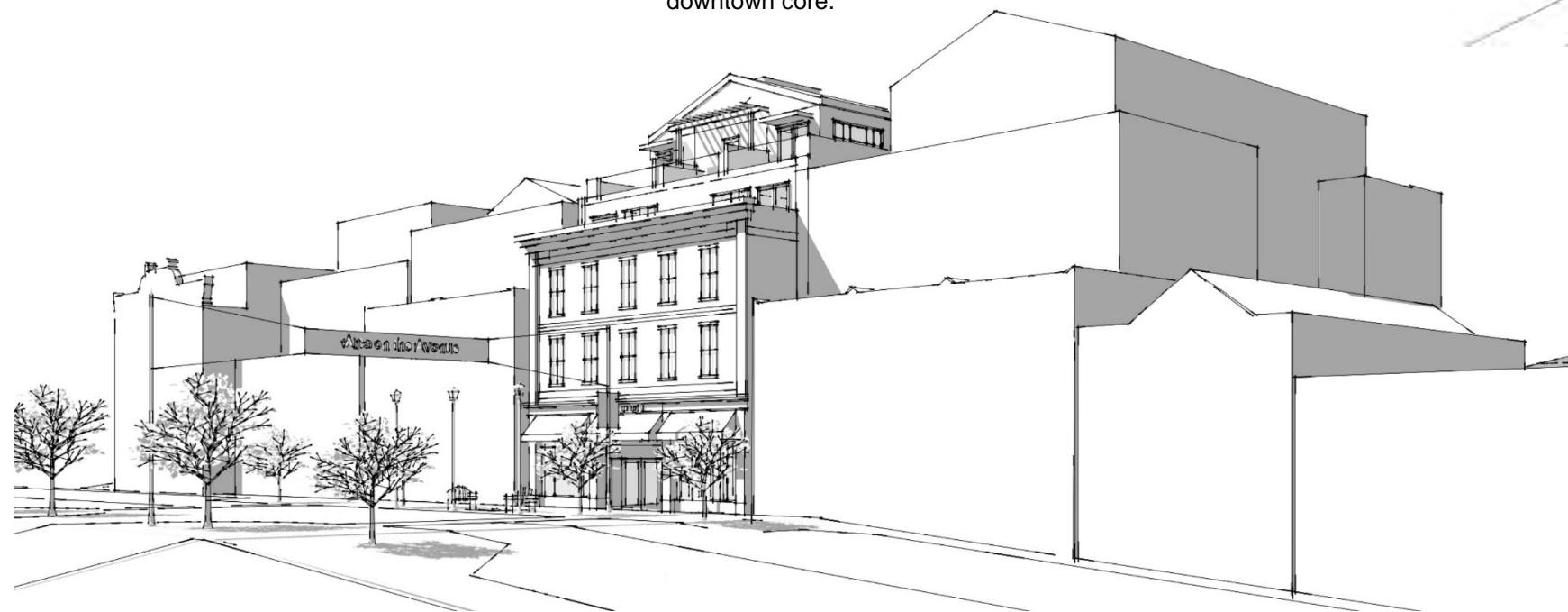
**Height & Density**

Building step-backs is a design option that will respect the historic character of First Avenue, maintaining historic frontages and the existing rhythm and character of the street, as well as the amplitude of the sky view.



**Town Vision – Value & Themes**  
**People**

*Public Spaces – Creating great spaces to be; Sidewalks into places of animation, conservation and colour; Parks for all ages; Great Streets that offer pedestrian experiences; Housing diversity that support residents at all stages of their lives to preserve friendships and relationships over the years.*





### View corridors

The Islander is flanked front & back by Gatacre Street and a sports field at the back. The closest residential neighbour is an apartment building with an extensive parking area, resides on the other side of the sports field and aligns with the Islanders NW property line. Its grade level has been surveyed at 53ft above First Avenue, making the second level window at approximately 66ft above First Avenue. The maximum height of the Islander's gable roof peak will be 64ft (19.5m) from First Avenue.



### Height

*"A four storey (12.7m) commercial and residential building type forming part of a street wall is the preferred model when integrating mix use."*

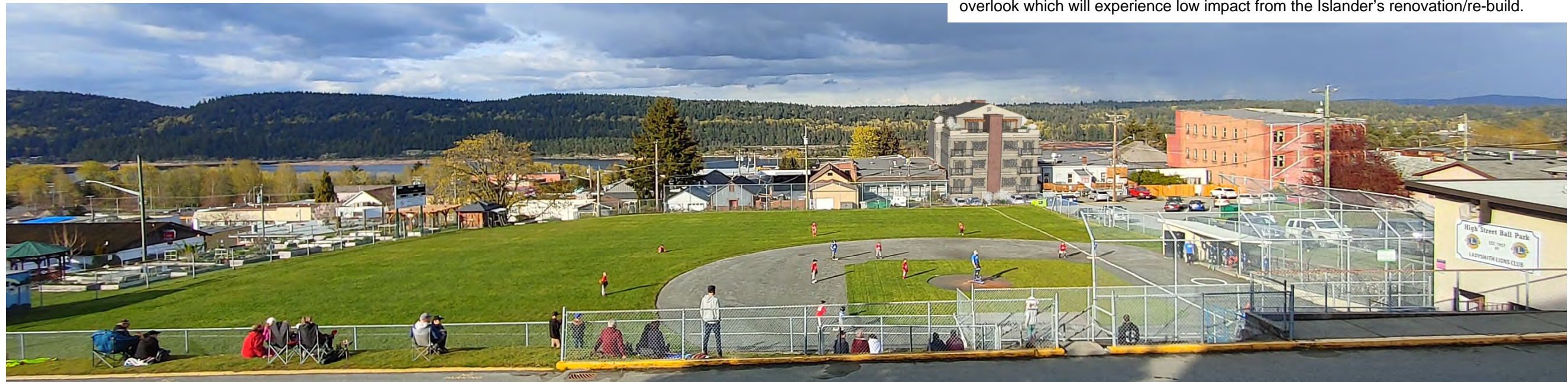
*~ Visioning Public Preference Handbook*



**BEFORE & AFTER Views** looking over the Islander towards Ladysmith Harbour, from the **Parking level below the residential level** at 524 Gatacre Street.



**Residents live one level higher than photographed** and thus have a higher overlook which will experience low impact from the Islander's renovation/re-build.



“Roads form part of the transportation network. As part of a walkable community, vehicles share the road with other pedestrian activities, and form part of a vibrant community. Street calming techniques should be explored through the use of traffic islands, landscaped medians, curb extensions, raised street sections and textured pavement visual signals and messages.”

~ Ladysmith's Vision Public Preference Handbook

“Cluster parking encouraged: 6-8 spaces with landscape buffering. If more than 10, provide landscape bays for division. Auto to pedestrian paths should include transitional elements, such as plantings, land forms, screens, and structures.”

~ Ladysmith's Visioning Public Preference

### 34 Ladysmith/Chemainus Bus Route



## Downtown Walkability and Parking

The Islander is located centrally in Ladysmith's downtown and along a level portion of First Avenue. Walkability to many services will lessen the use of cars but does not eliminate car ownership.

Understanding Ladysmith's downtown layout, makes it clear that historically, individual properties have not needed to address the car. Lot sizes, proportions and zero lot line relationships do not provide for efficient on-site parking layouts.

Densification of the downtown will require big-picture solutions for parking.

For instance, the sports field behind the Islander could be developed into surface parking with an elevated field. This would provide a large number of parking spaces that could service full-time downtown residents as well as provide day parking for visitors walking to First Avenue, and still have a community sports field.

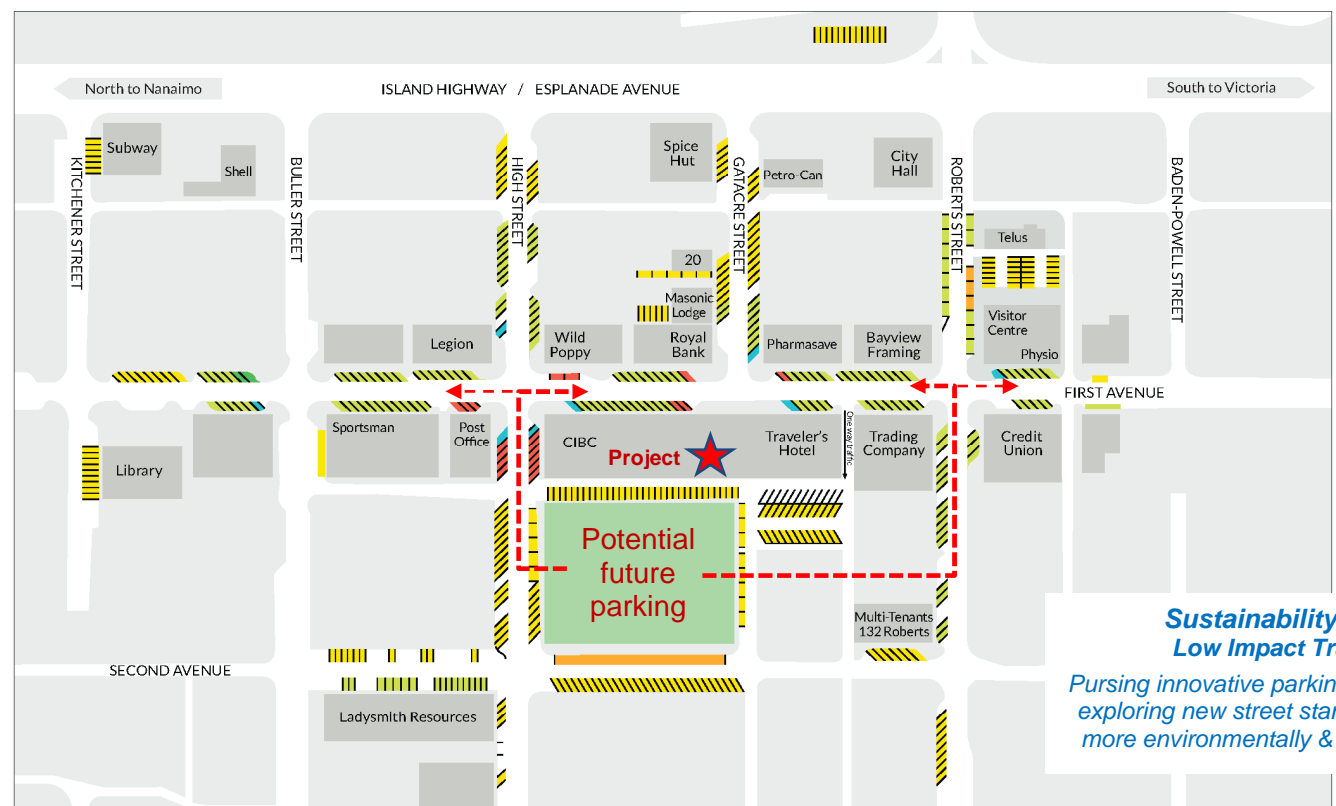
An example of this idea ....

the Sallie Tiernan Field House in Claremont California



## TOWN OF LADYSMITH

## PARKING IN DOWNTOWN LADYSMITH



### Sustainability Strategy #2 Low Impact Transportation

Pursing innovative parking design strategies and exploring new street standards to make streets more environmentally & socially more friendly.

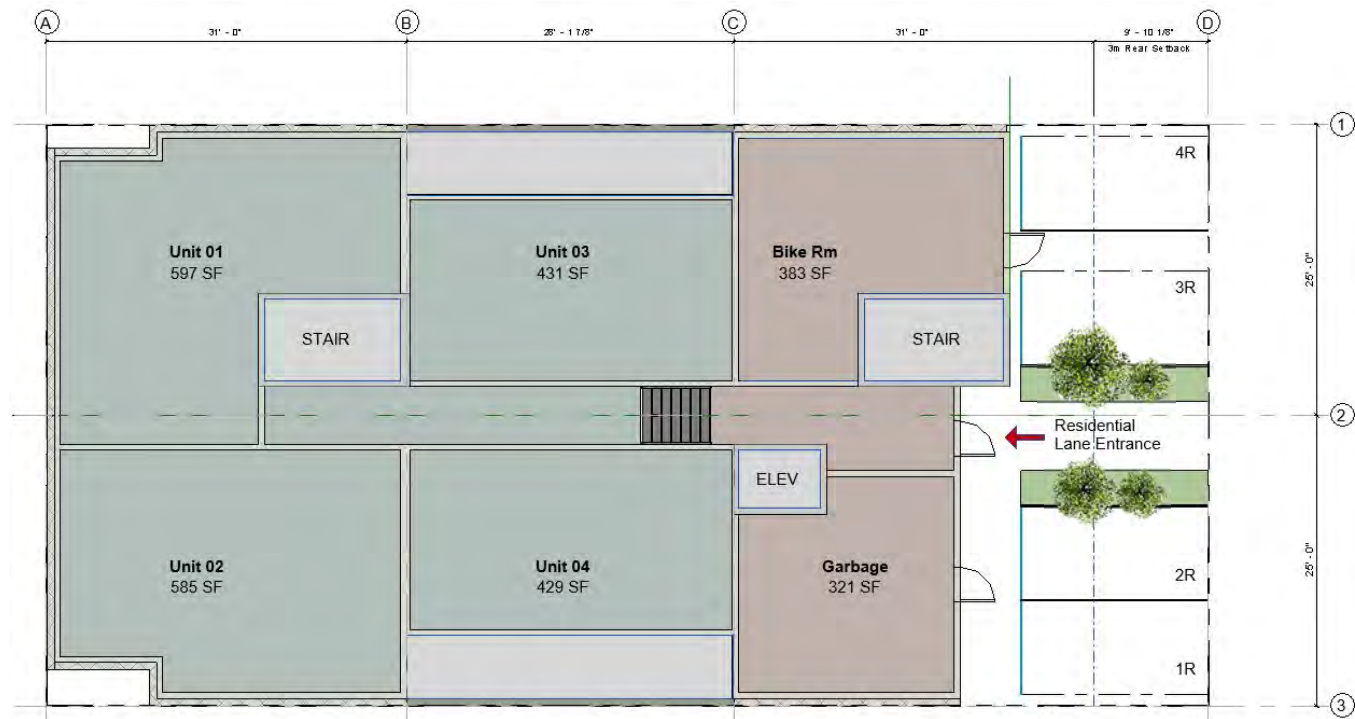
#### LEGEND

- 24 Hour Parking
- 2 Hour Parking
- 15 Minute Parking
- Handicap Parking
- RV/Bus Parking
- EV Charging
- Building
- Road

CONTACT US 250.245.6400 / info@ladysmith.ca  
410 Esplanade MAIL PO Box 220 . Ladysmith . BC . V9G 1A2

www.ladysmith.ca  
GET CONNECTED





### On-site Parking

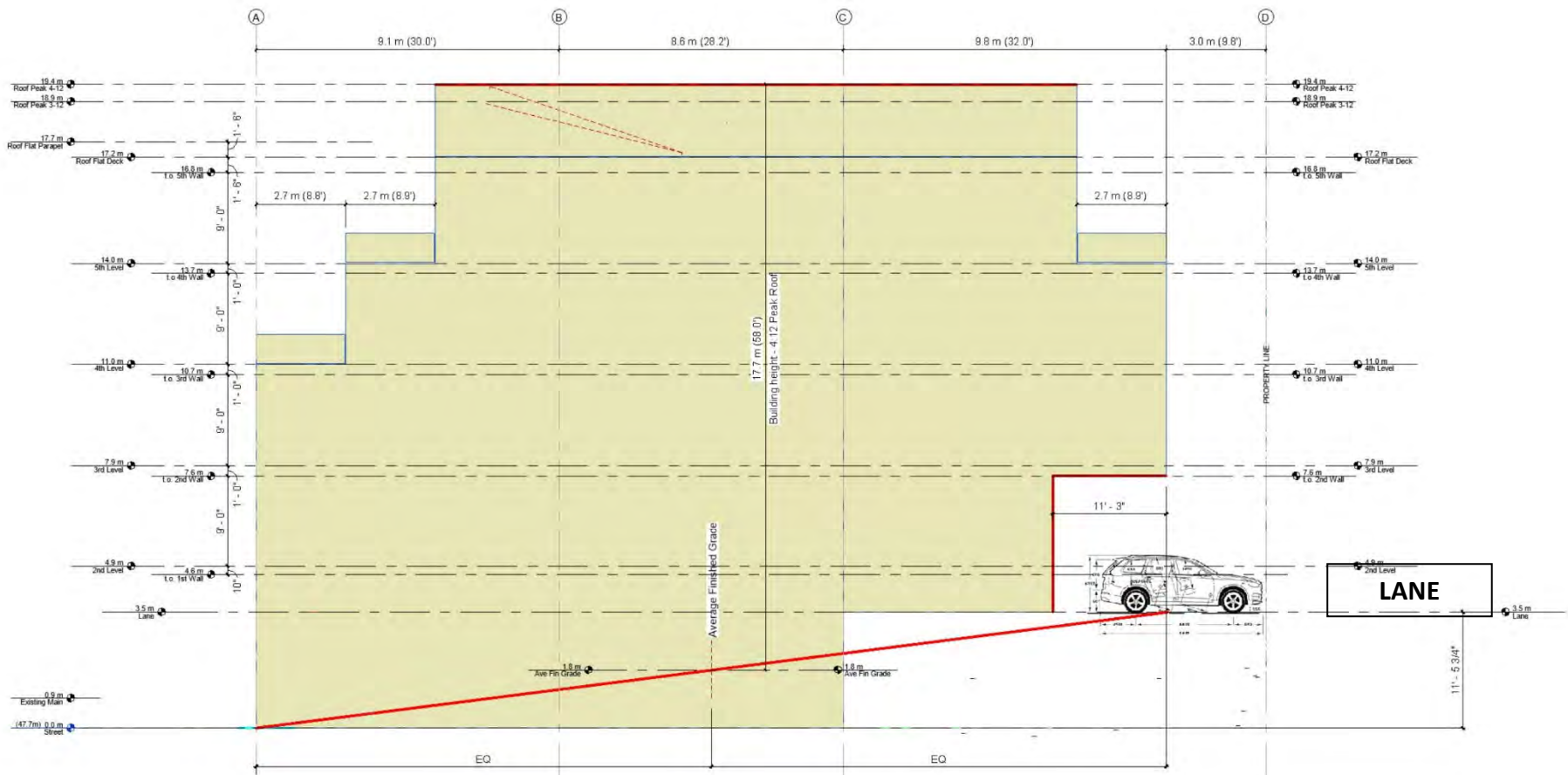
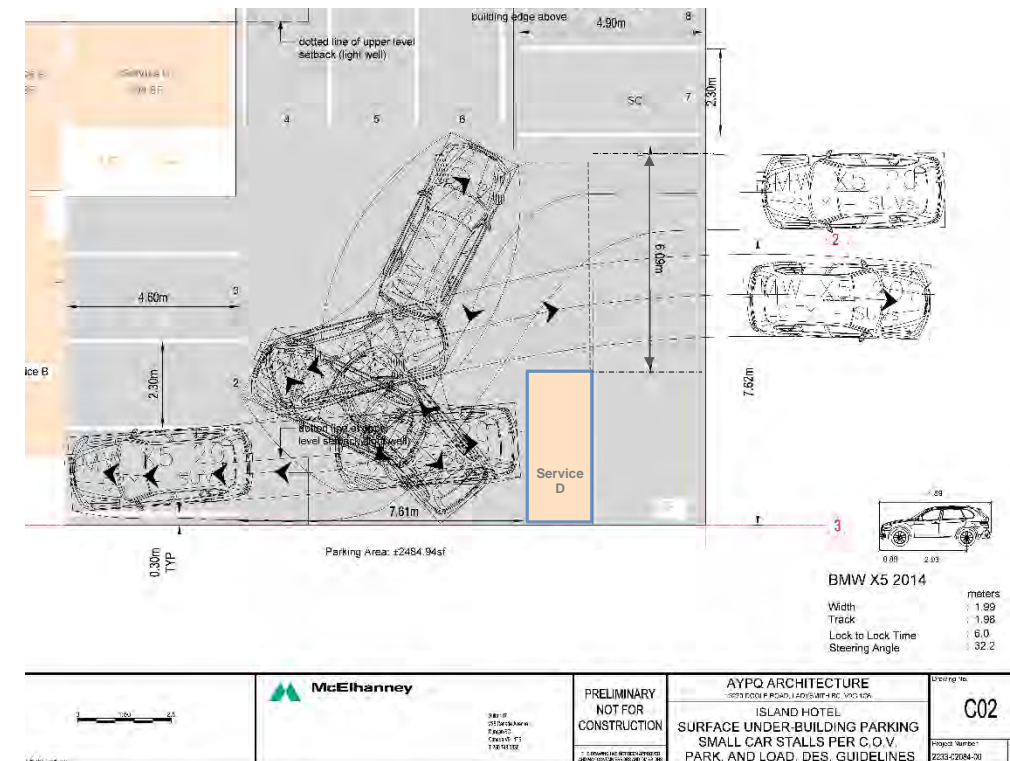
At present, there is no on-site parking. Evaluating on-site parking options for the Project, both Ladysmith's parking stall sizes and the City of Vancouver small car parking size, were tested for the possibility of **under-building** parking. The results demonstrated that site dimensions limited the ability for efficient parking designs which made functional, practical parking layouts unattainable.

However, **surface laneway parking** offers four (4) standard parking spaces. In addition, it allows for the opportunity to develop a residential entrance which will invite vehicular activity into the laneway instead of First Avenue and where public parking is available.

### Under building parking with City of Vancouver small car parking spaces

Movement tests demonstrated high level of difficulty to access parking and tight side by side clearances making getting in and out of the cars extremely difficult, resulting in .....

### → Poor ongoing useability



Proposed Zoning Amendments to  
**C2 DOWNTOWN COMMERCIAL**



**Proposed Schematic Project Data**

<b>Site Coverage:</b>	98%
<b>Setbacks:</b>	F.0 - S.0 - S.0 - R.3m
<b>Density:</b>	20units / 5003sf (0.047ha) = 425.53 units/ha (max. 475u/ha)
<b>FSR:</b>	2.72 (max. 3.0)
<b>Height (Principal) :</b>	17.7m (max. 18.0 m)

**11.2. DOWNTOWN COMMERCIAL (C-2)**

The purpose of the Downtown Commercial Zone is to accommodate a broad range of commercial and community Uses in the historic Downtown.

**1. Principal Uses**

- a) Retail Sales.
- b) Convenience Store.
- c) Cultural Facility.
- d) Library.
- e) Restaurant.
- f) Coffee Shop.
- g) Bakery.
- h) Office.
- i) Assembly.
- j) Personal Service Establishment.
- k) Indoor Recreation Facility.
- l) Neighbourhood Pub.
- m) Liquor Retail Sales.
- n) Tourist Accommodation.
- o) Visitor Centre.
- p) Artist Studio.
- q) Commercial School.
- r) Media Production Studio.
- s) Garden Centre.
- t) Funeral Parlor.
- u) Veterinary Clinic
- v) Animal Grooming.
- w) Personal Repair Service.
- x) Print Shop.
- y) Cottage Industry.
- z) Public Parking.

**2. Accessory Uses**

- a) Dwelling Unit, subject to Section 11.2(8).
- b) Home Based Business, subject to Part 6, Section 6.8.

**3. Sizing and Dimension of Parcels**

- a) No Parcel shall be created which has a Parcel Area less than 334 square metres.
- b) No Parcel shall be created which has a Frontage less than 9.15 metres.

**4. Size and Density of the Use of Land, Buildings and Structures**

- a) The minimum Finished Floor Area for each different type of permitted Dwelling Unit shall as shown in the Table below:

DWELLING UNIT TYPE	MINIMUM FINISHED FLOOR AREA
Studio Dwelling Unit	32.0 square metres
One Bedroom Dwelling Unit	50.0 square metres
Two Bedroom Dwelling Unit	50.0 square metres
Three Bedroom Dwelling Unit	50.0 square metres
Live/Work Unit	70.0 square metres

- b) The maximum number of Dwelling Units in this Zone is ~~75 units per hectare~~ <sup>475 units per hectare</sup> of Land.
- c) The Floor Space Ratio shall not exceed ~~1.0~~ <sup>3.0</sup>.
- d) ~~No Buildings and Structures shall exceed a Parcel Coverage of 75.0 percent.~~

**5. Siting, Sizing and Dimension of Uses, Buildings and Structures**

- a) No Principal Building or Structure shall exceed a Height of ~~12.0 metres~~ <sup>18.0 m</sup>.
- b) No Accessory Building or Structure shall exceed a Height of 7.5 metres.
- c) No Principal Building or Structure shall be located closer to the Parcel Line than the minimum Setback shown in the Table below:

PARCEL LINE	MINIMUM SETBACK
Front Parcel Line	0.0 metres
Interior or Exterior Side Parcel Line	0.0 metres
Rear Parcel Line	3.0 metres

- d) No Accessory Building or Structure, with a Finished Floor Area (m<sup>2</sup>) as shown in the Table below, shall be located closer to the Parcel Line than the minimum Setback shown in the Table below:

PARCEL LINE	MINIMUM SETBACK ≤ 10.0 M <sup>2</sup>	MINIMUM SETBACK >10.0 M <sup>2</sup>
Front Parcel Line	6.0 metres	6.0 metres
Interior or Exterior Side Parcel Line	1.0 metres	1.5 metres
Rear Parcel Line	1.0 metres	1.5 metres

**6. Landscaping and Screening**

- a) Landscaping and screening shall be provided in accordance with Part 7: Landscaping and Screening Regulations.

**7. Parking and Loading**

- a) Off-street parking is prohibited between the Front Parcel Line and the front face of the Principal Building or Structure.
- b) ~~Off-street parking and off-street loading shall be provided in accordance with Part 8: Parking and Loading Regulations.~~

**8. Mixed Commercial and Residential Regulations**

- a) Where Commercial and Residential Uses are combined on the same Parcel, unless otherwise expressly provided for in this Bylaw, the Residential Use shall satisfy all of the following conditions:
  - The Dwelling Units shall be contained in the same Building as the Commercial Use.
  - The Dwelling Units shall be located over the Commercial Use and provide a separate outside entrance occupying no more than 25 percent of the First Storey commercial Frontage.
  - The Storey on which any Dwelling Units are located shall be used exclusively for Residential purposes within all levels above the First Storey.
- b) Despite Section 11.2(8)(a), up to 25 percent of the Dwelling Unit may be located at-Grade provided that such Dwelling Units do not front onto the Front Parcel Line, but are instead located behind the commercial Frontage.

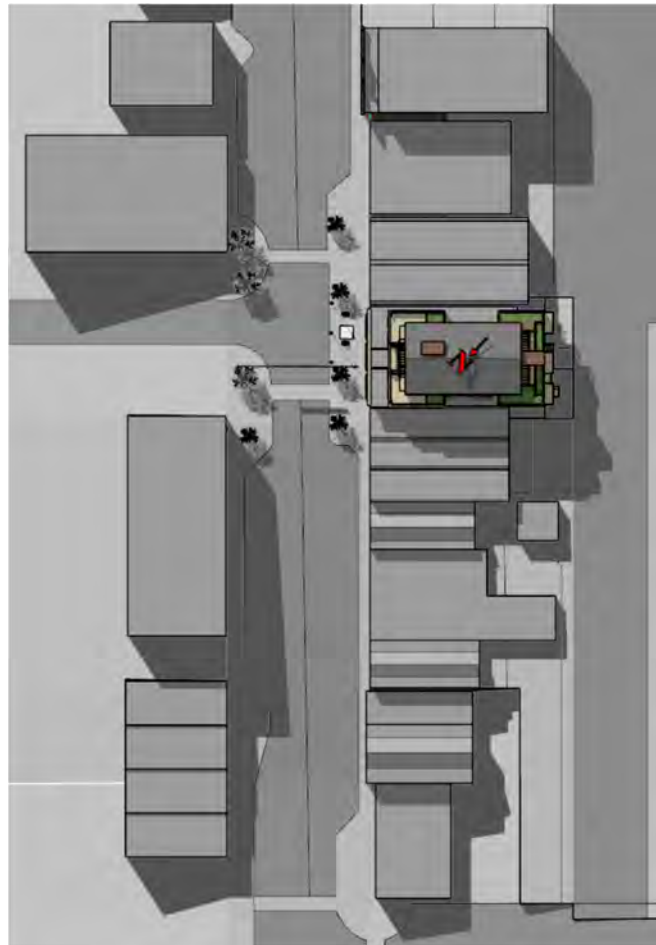
**9. Other Regulations**

- a) Outdoor storage areas shall not exceed 9.3 square metres.

**10. Site Specific Regulations**

- a) For the properties legally described as Lot 4, Block 29, Plan 703A (840 First Avenue), Service Station is a permitted Principal Use.
- b) For the properties legally described as Lot 1, Block 29, Plan 703A (810 First Avenue), automotive and machinery valve repair service is a permitted Principal Use.
- c) For the Parcel legally described as Lot 2, District Lot 56, Plan 20434, Oyster Land District (510 Esplanade Avenue), a Dwelling Unit may be located within a First Storey.

Shadowing of First Avenue  
SUMMER



**SUMMER @ 9:00 am**  
Shadow at rear lane



**SUMMER @ 12:00 noon**  
Shadow at edge of First Avenue sidewalk



**SUMMER @ 4:00 pm**  
Shadow over First Avenue

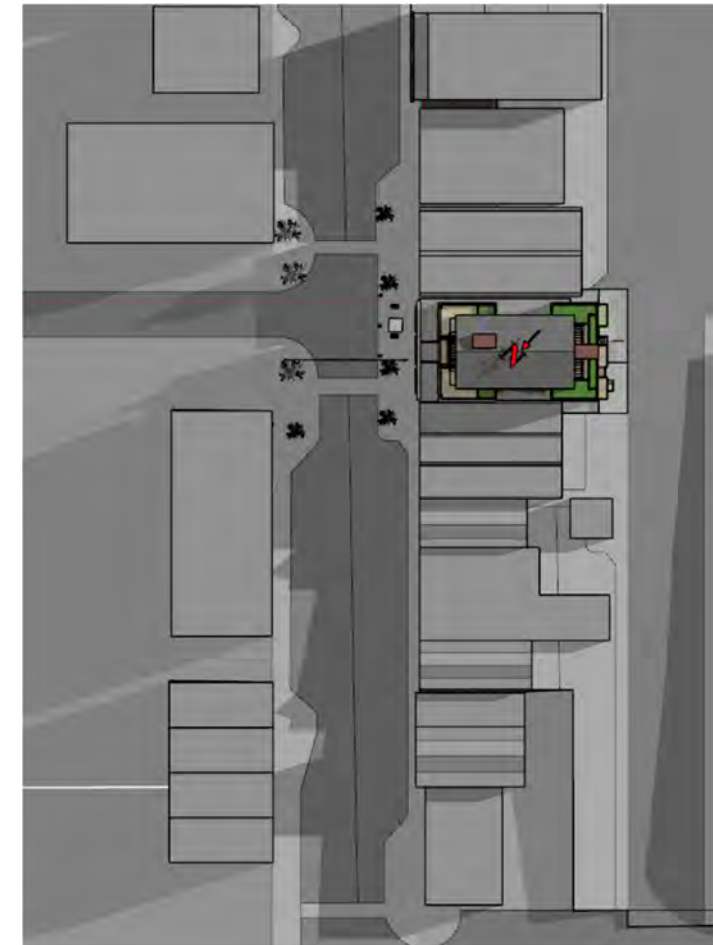
Shadowing of First Avenue  
WINTER



**WINTER @ 9:00 am**  
Shadow at rear lane

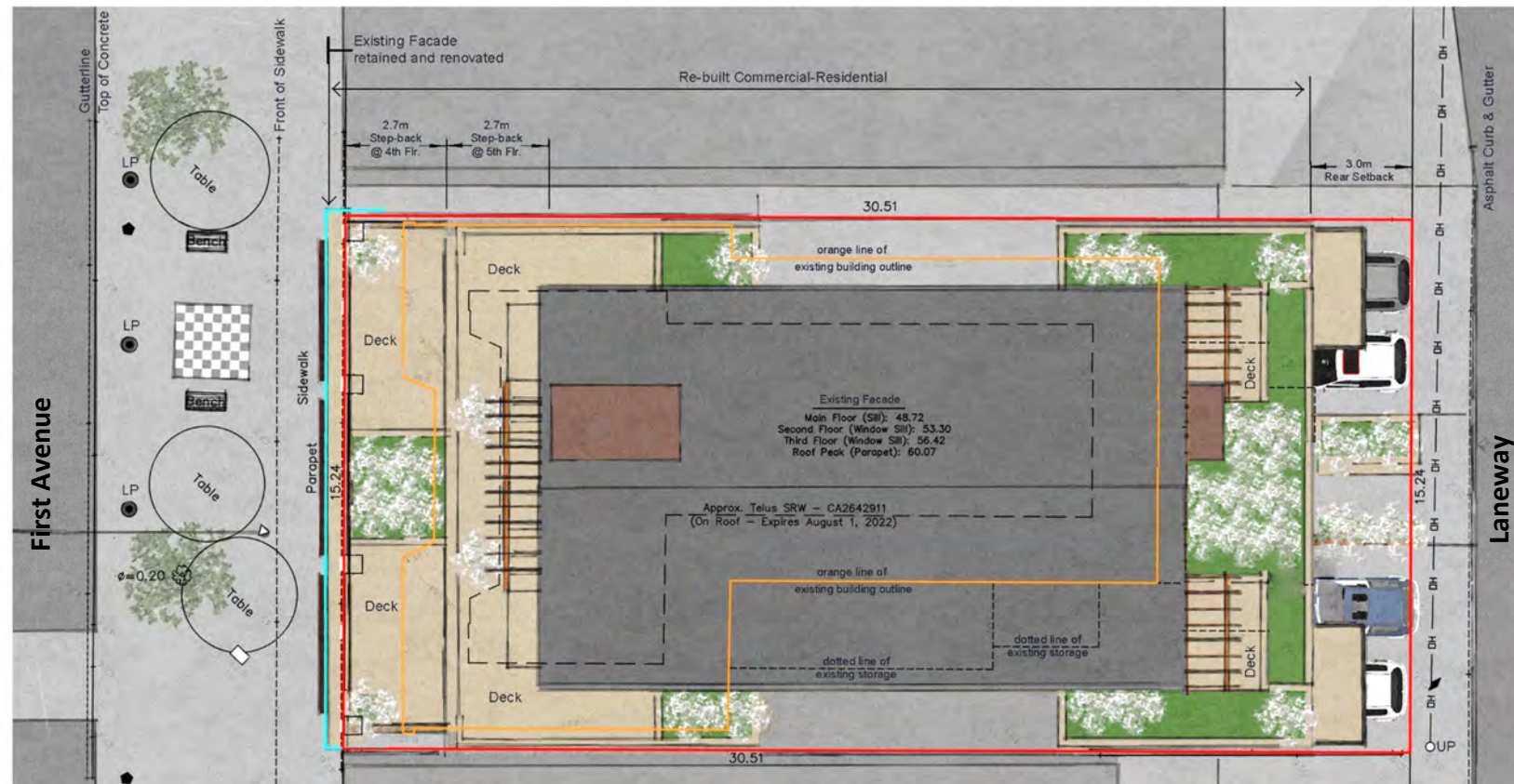


**WINTER @ 12:00 noon**  
Shadow over Sidewalk

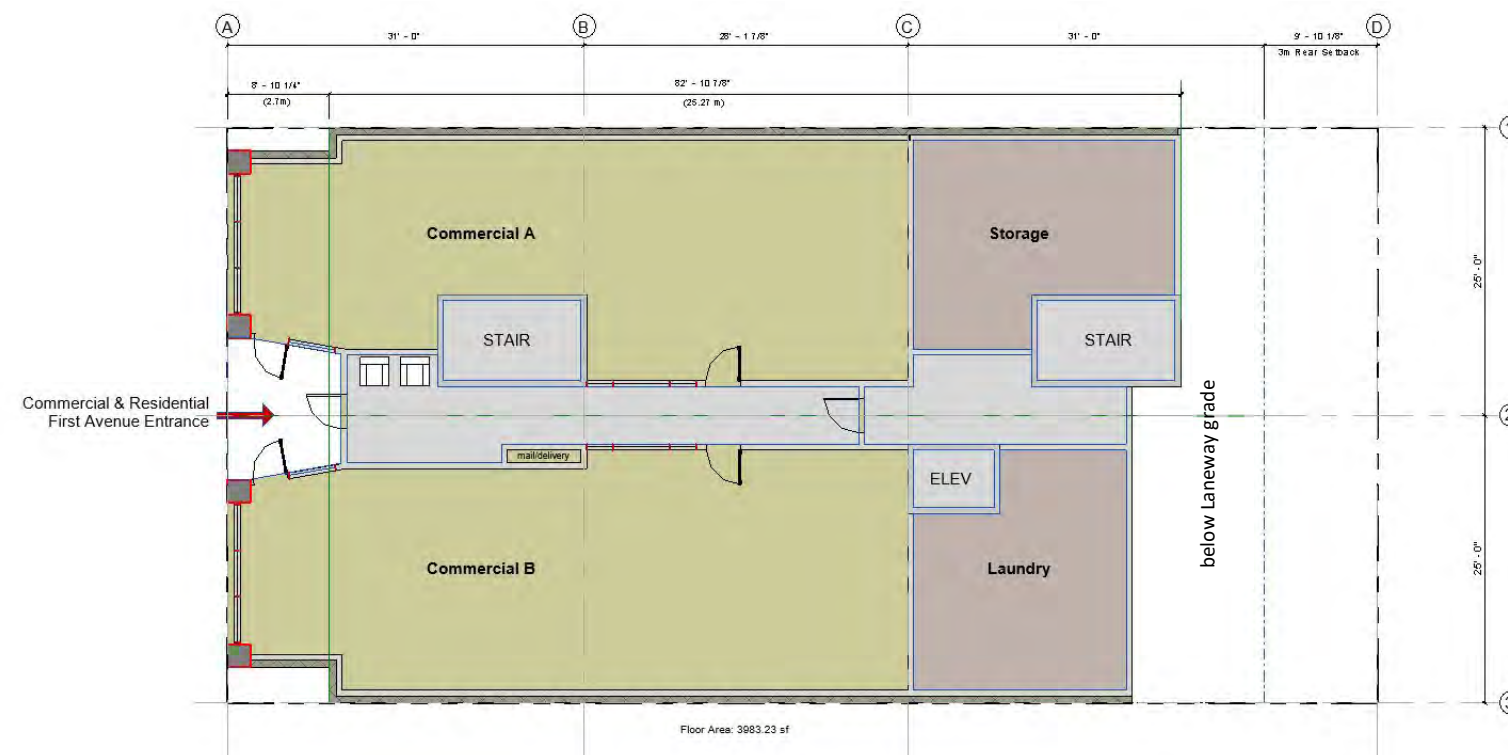


**WINTER @ 4:00 pm**  
Shadow over First Avenue

LAYOUTS (Preliminary Schematics)

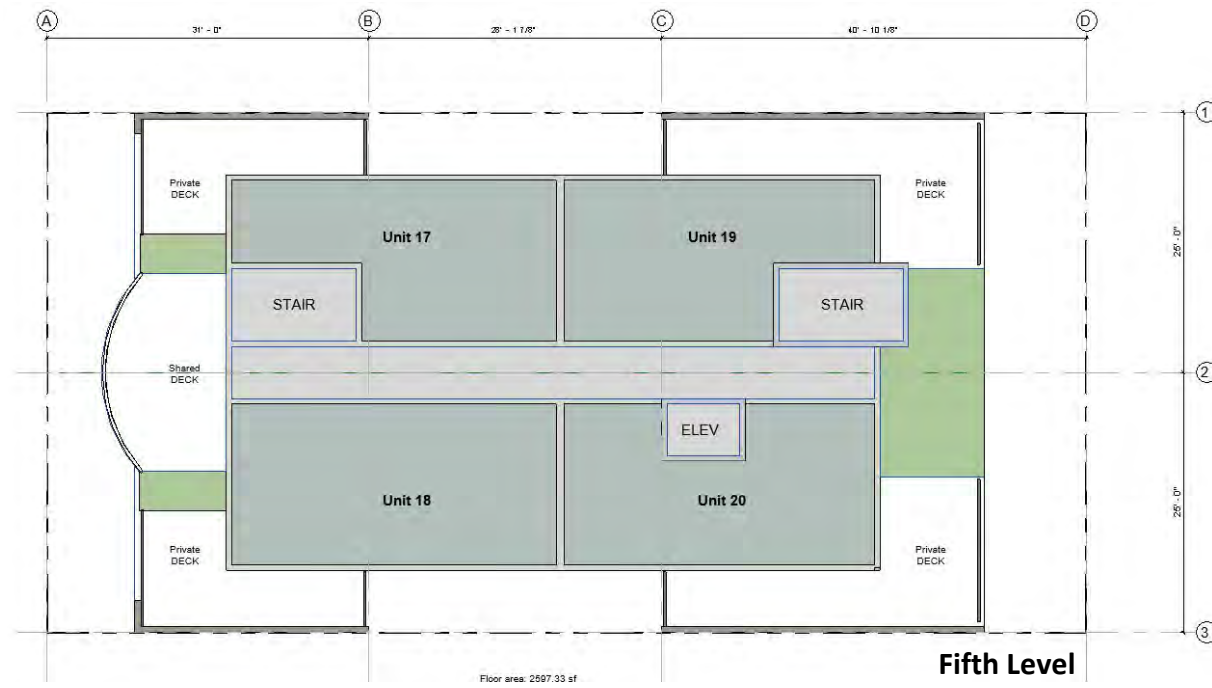


Site & Roof Level

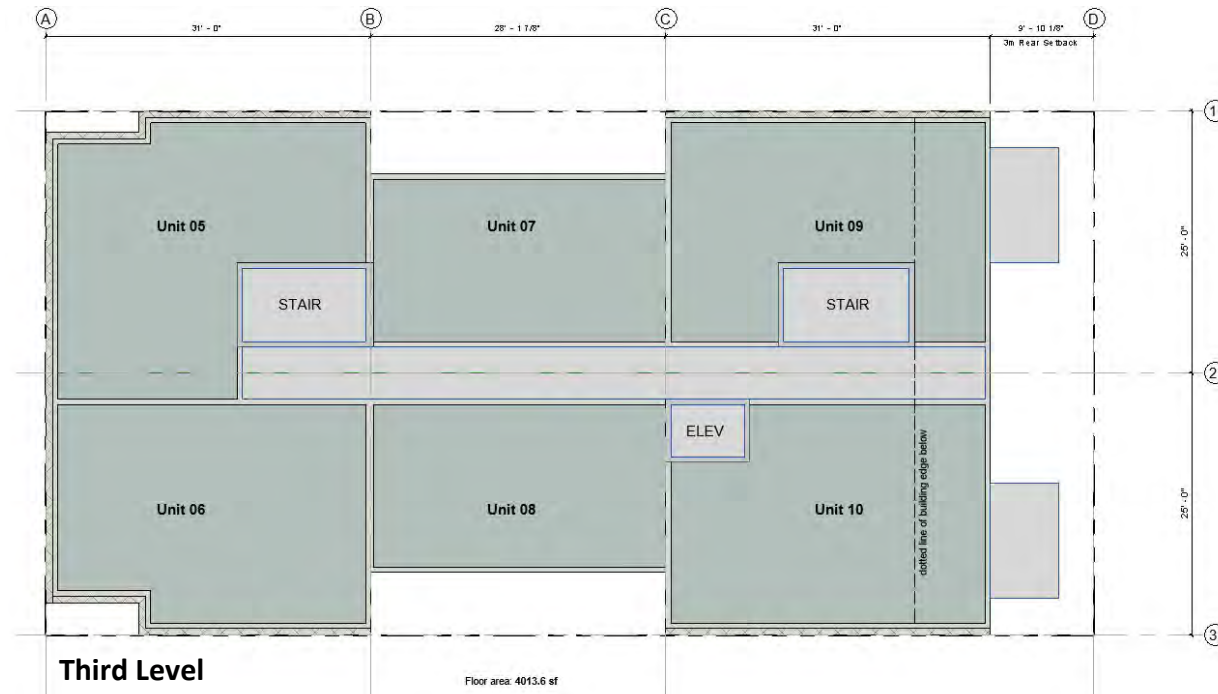


Street Level

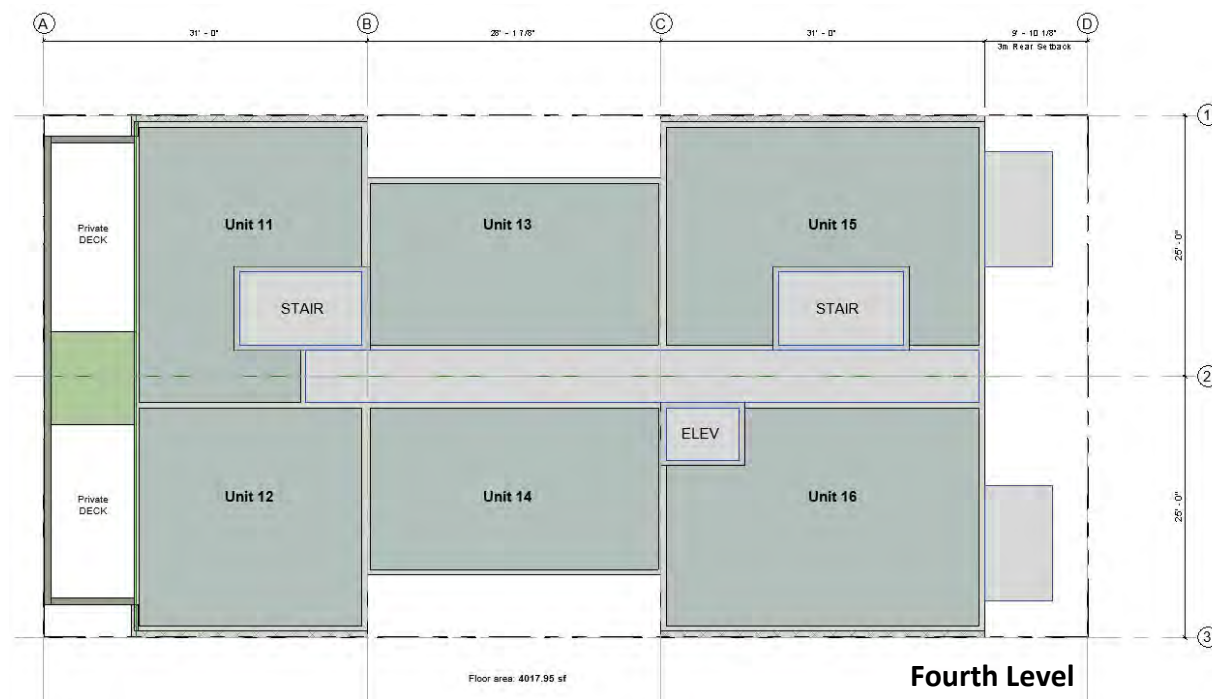
Layouts (Preliminary Schematics)



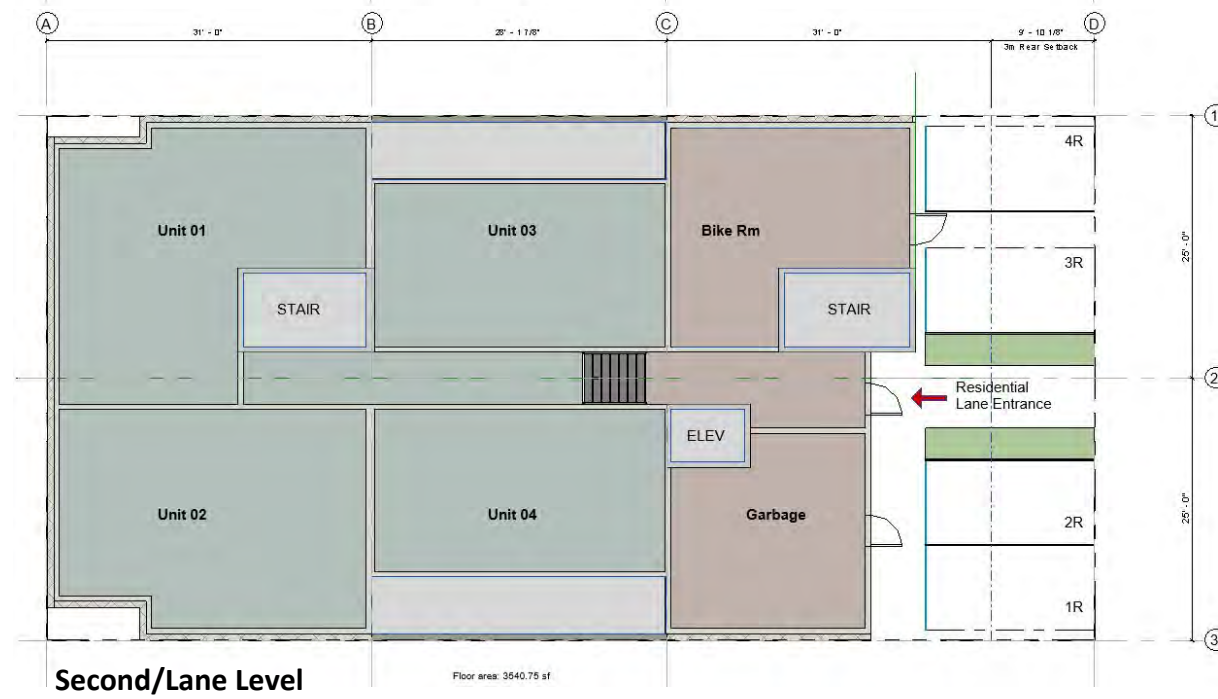
Fifth Level



Third Level



Fourth Level



Second/Lane Level



First Avenue Streetscapes & Aerials



Aerial view - Setbacks



First Avenue – NW View



First Avenue - SE View



Gatacre Street – NE View

Laneway Streetscapes & Aerials



Lane Parking



Lane Elevation



Lane View



Aerial view - Setbacks



**the Island Hotel**

left coast fashions

Little Otters Den

Little Otters Den  
CHILDREN'S BOOKS & GIFTS

WIGWAM RESTAURANT

LAND HOTEL





Looking up from across First Avenue RBC Corner



## ISLAND HOTEL 440 FIRST AVENUE

Other Name(s): Europe Hotel

Added to Register: 2006

### Description of the Historic Place

The Island Hotel is a three-storey, brick-faced Edwardian commercial building located on the west side of Ladysmith's main commercial corridor. The historic place is confined to the building footprint.

### Heritage Value

The Island Hotel is a very good example of an Edwardian commercial façade. Originally built in 1900 as the Europe Hotel, the building underwent substantial renovations in 1913. The hotel was raised, a floor was added and a brick façade was applied. These changes were the result of new

laws that required hotels to have certain numbers of rooms in order to hold liquor licenses. The restrained, symmetrical style reflects a shift from the more eclectic and elaborate styles of the Victorian era that preceded it. Although some later alterations were made to the building to accommodate changing street grades, the Island Hotel is substantially intact.

The Island Hotel is a tangible reminder of the social and economic importance of hotels in Ladysmith's history. Like most mining communities, early Ladysmith had a large population of single, often transient, men. As affordable housing alternatives, hotels functioned as living quarters and, in the saloons and restaurants located on the ground floor, as social centres. The hotel contributes significantly to the understanding of working-class male history.

The Island Hotel is part of a grouping of largely intact historic buildings in Ladysmith's commercial core. Situated mid-block, the building is part of an almost continuous city block of similarly scaled, historic buildings that collectively create a cohesive streetscape.

Associated with Ladysmith's earliest commercial development, the Island Hotel has operated continuously in Ladysmith since 1900 and is a significant contributor to the heritage character of the area.

### Character-Defining Elements

The character-defining elements of the Island Hotel include:

- the building's continuous commercial use
- all the elements of a modest Edwardian commercial building including the simple form and massing, symmetrical façade, brick facing, flat roof, simple one-over-one wood-framed windows, cornice and arrangements of doors and windows at the street level
- the building's location within a group of similarly proportioned, historic commercial buildings on the town's main commercial street.