



THE CORPORATION OF THE CITY OF COURTENAY

STAFF REPORT

To: Council
From: Chief Administrative Officer
Subject: Zoning Amendment Bylaw No. 3044 - 1915 Cumberland Road

File No.: 3360-20-2109

Date: April 11, 2022

PURPOSE:

The purpose of this report is for Council to consider an application to rezone the property located at 1915 Cumberland Road from Residential One A Zone (R-1A) to Residential One E Zone (R-1E) to facilitate a subdivision into approximately twenty mostly strata lots.

CAO RECOMMENDATIONS:

That based on the April 11th, 2022 Staff report, "Zoning Amendment Bylaw No. 3044 – 1915 Cumberland Road" Council approve OPTION 1 and proceed to First and Second Readings of Zoning Amendment Bylaw No. 3044, 2022; and

That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaw.

Respectfully submitted,

Geoff Garbutt, M.Pl., MCIP, RPP
Chief Administrative Officer

BACKGROUND:

The subject property is a 1.2 ha (3 acre) residential lot located at 1915 Cumberland Road, legally described as Lot 1, District Lot 96, Comox District, Plan 32210 (**Figure 1**). The largely undeveloped property is currently zoned Residential One A (R-1A) and has an existing 1.5-storey single detached house near the front (**Figure 2**).

The applicant wishes to subdivide the lot as a strata with a common property private road access connecting to Cumberland Road and Larsen Road, blocking non-emergency vehicular through-traffic with a locked bollard (**Figures 3 and 5**). A new City



Figure 1: Context Map

sanitary main would run under the private road, protected by a statutory right of way. Additional conceptual renderings are included in **Attachment No. 1**.

In response to late feedback from Emterra about refuse collection and concerns about manoeuvrability for large non-emergency vehicles, an alternative road layout may be required for subdivision, with three lots accessing Cumberland Road by a separate private roadway and only pedestrian/cyclist connection to Larsen Road (**Figure 4**). This also likely improves the streetscape and reduces traffic on Cumberland Road.



Figure 2: View NW from Cumberland Road

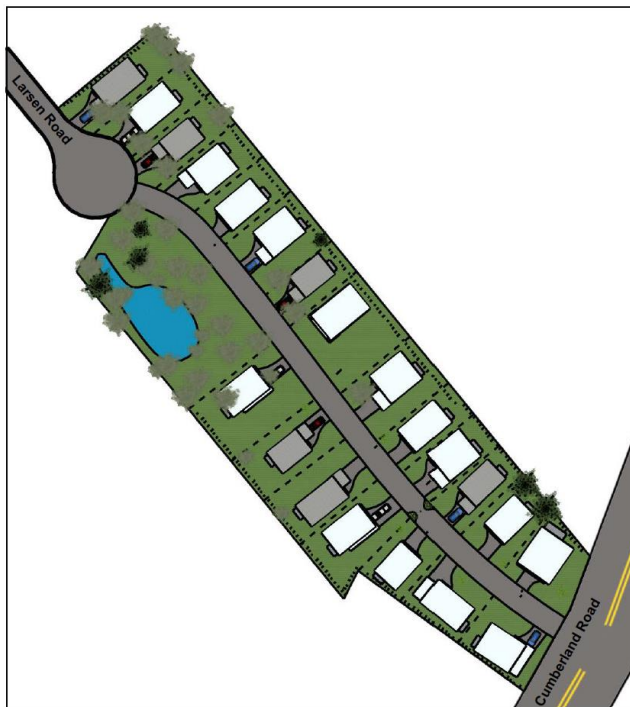


Figure 3: Conceptual Site Plan

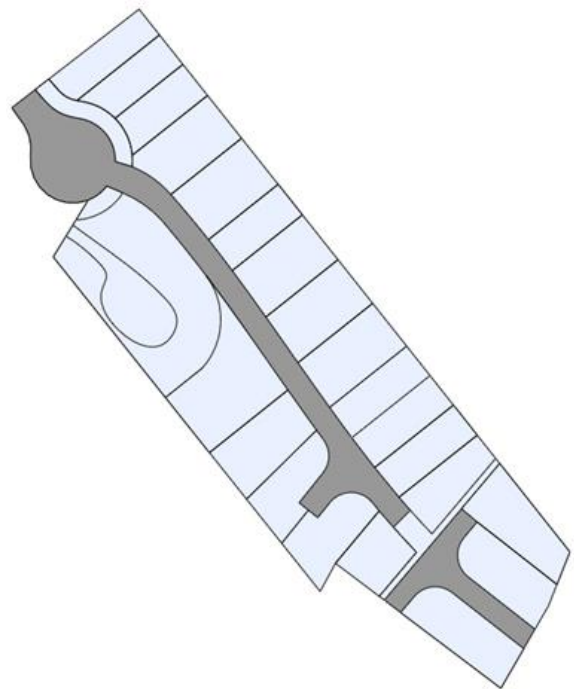


Figure 4: Alternative Subdivision Road Layout Concept



Figure 5: Conceptual View NW from Cumberland Road

The plan is to create 21 lots, mostly ranging from about 300 m² for modest single detached houses to 450+ m² for singles that can have secondary suites, per R-1E requirements. This would include potentially three non-strata freehold lots fronting a new cul-de-sac on Larsen Road, three non-strata freehold lots fronting Cumberland Road, and one common property residential lot.

A new amphibian habitat / stormwater pond area with a vegetation retention buffer is proposed to the west of the main private road, and a Water

Sustainability Act Section 11 Changes In and About a Stream Approval has been granted by the Ministry of Forests, Lands, Natural Resource Operations, and Rural Development, allowing the required removal of existing seasonally wetted area within the proposed driveway area.

Neighbourhood land use is a mix of mostly single detached homes, including many on lots around 400 m² on Krebs Crescent and Larsen Road, some duplexes and Krebs Park; with townhouses, mobile homes and a church also within 150 m of the subject property. The subject property is located in close proximity to neighbourhood services (within 800 m of Tin Town and within 1.5 km of four schools, numerous parks), as well as Downtown to Driftwood Mall. These destinations may be most easily accessible by car or bicycle but there is a #8 bus stop on 17th Street within 400 m of the subject property as an alternative transportation option.

DISCUSSION:

OCP Review

The proposed application facilitates infill development within an established neighbourhood designated Urban Residential in the Official Community Plan (OCP). The proposal is consistent with the applicable Arden Corridor Local Area Plan, notably approaching the desired density of 10 units/acre near the intersection of Arden and Cumberland to support local transit.

The OCP and the Affordable Housing Policy support infill development within existing Urban Residential areas provided it is in keeping with the character and scale of the surrounding neighbourhood. Infill housing provides more diversity of housing types and promotes more efficient use of land that is already serviced. The small lots proposed here would suit construction of modest-sized detached homes and could add high quality product to the more affordable end of the single detached market. To further support infill development and housing diversity, the proposed zone also minimizes lot size requirements for secondary suites that some of the lots would be sized above 450 m² to allow for.

OCP Section 4.4.3 Densities 4. allows for lot sizes of Urban Residential category properties below 650 m² only after review and approval of an overall design concept and specifies that limited infill will be considered only in keeping with the character and scale of an existing neighbourhood. Conceptual drawings show two-storey single detached homes, approximately half on lots large enough for secondary suites, yielding an average density of about one residence per 444 m² over the whole development, assuming six secondary suites. This is denser than average for the neighbourhood but is less dense than some of the duplexes adjacent or across Burgess Road and is comparable to half of the single residential lots in the Krebs/Larsen development at 375 – 550 m².

Recognizing the City's commitment to address the acute need for affordable housing, the applicants have offered either of two options detailed in **Attachment No. 3** and summarized below.

- A) A \$100,000 contribution to the Affordable Housing Amenity Reserve Fund, which would equate to \$4,762 per lot at 21 lots, nearly five times the \$1,000 amount specified in the OCP Section 7.7 Provision of Amenities subsection 6. Affordable Housing Policy.
- B) A home made available at \$90,000 below market price, with covenanted perpetual price discount and income-testing of prospective buyers (requiring household income at which housing costs would be 25-30%), which can serve as a local precedent and demonstration of permanent below-market ownership

Staff view Option A as more appropriate for this development because even at \$90,000 below market price, even a small home may not qualify as affordable for most households as market prices reflect high development costs for single detached housing as well as upward pressure from high demand and limited supply.

Staff also concurs with the applicants' points that an Affordable Housing Amenity Reserve Fund contribution can support emergency or supportive housing, can support non-profit housing providers' applications to senior government, and can be leveraged to negotiate additional non-market units in market multi-residential projects, so \$100,000 can bring deep benefit to a low-middle income household or lighter benefit for multiple households.

The applicants also offer that this development would be a cohousing-inspired "intentional neighbourhood" where they would live that would enhance affordability through community activities like shared meals and childcare, low home operating costs of small and energy-efficient buildings enabled by a shared common house, value-conscious construction, and fair-priced sales to buyers within a community network rather than at market-inflated prices. These strategies would not be enforced by the City and so merit little consideration but they can improve affordability for residents and are noteworthy conceptual components.

Zoning Review

The conceptual site plan and elevations meet all requirements of the R-1E zone, summarized in **Table 1**. Exact lot dimensions to be determined during subdivision will determine exact buildable areas. Any subsequent changes may require zoning amendment or variance applications.

Table 1. Zoning Compliance

Attribute	Existing R-1A Zone	Proposed R-1E Zone	Proposed This Application
Permitted Use	Single residential; home occupation; accessory buildings and structures; agricultural use	Single residential; secondary suite (min. lot 450 m ²); secondary residence (min. lot 600 m ²); carriage house (min. lot 600 m ²); home occupation; accessory buildings and structures	Single residential, including up to one common property house; secondary suite on 450+ m ² lots;
Density (min. lot size)	10,000 m ² (2.47 acres)	300 m ² (3230 ft ²)	300 m ² (3230 ft ²)
Density (max. FAR)	N/A	0.7	<0.7
Min. Lot Frontage	30.0 m	10.0 m; 13.0 m corner lot	10.0+ m; 13.0+ m
Max. Lot Coverage	25%	40%	<40%
Front Setback	7.5 m	6.0 m except 1.0 m projection*	6.0 m
Rear Setback	9.0 m	6.0 m except 1.0 m projection*; 1.5 m laneway-accessed carriage house	6.0 m, 1.0 m projection; N/A
Side Setback	3.5 m; 4.5 m where flanks street excluding lane	1.5 m; 3.0 m where flanks street excluding lane; 3.0 m on one side of the principal building where a secondary residence or carriage house behind the principal building	1.5 m; 3.0+ m; N/A

		lacks side or rear street or laneway access	
Principal Bldg. Height	9.0 m	8.0 m	8.0 m
Secondary/Carriage Ht.	N/A	6.5 m	N/A
Accessory Bldg. Height	4.5 m	4.5 m	N/A
Acc. Max. Building Area	greater of 50 m ² or 10% of rear yard	45 m ²	N/A
Acc. Bldg. Side, Rear	Permitted if conforms to siting	Permitted if conforms to siting	N/A
Acc. Bldg. Front	Permitted if conforms to siting	Permitted if conforms to siting	N/A
Accessory Bldg. Setbacks	1.5 m side, rear; 4.5 m where flanks street excluding lane	1.5 m side, rear; 4.5 m where flanks street excluding lane	N/A
Parking General	Accord with Zoning Div. 7	Accord with Zoning Div. 7 except following	✓
Parking Max. Yard Area; Frontage	N/A	50%; 50%	<50%; <50%
Strata Access Road Parking Isle Min. Width	N/A	Min. shall not exceed 6.5 m**	6.5 m
Parking Reduction with 2 Secure Covered Bicycle Spaces	N/A	Min. for primary residence may be reduced by 1 space	N/A – 2 spaces per house
Strata Lot Requirement for Parking Reduction	N/A	Min. 0.5 common visitor parking spaces per lot to apply 8.1.63 (4)	N/A
Landscape/Landscape + Fence Combination Screening Height Min.	N/A	3.0 m	Min. 3.0 m hedge

*Steps, ramps, landings, handrails, decks, patios, awnings and covered entry features up to 3.5 m in total width and up to 3.0 m in height may project up to 1.0 m into the front and rear yard setbacks, adding utility and visual interest.

**Minimum requirement may be smaller per Div. 7 requirements by parking angle, but the required minimum shall not be greater than 6.5 m.

Private Road

A private road is proposed for accessing most of the property because a public road cannot connect to Cumberland Road and additional extension of Larsen Road without connecting to Cumberland Road would remove development potential and environmental benefit.

Referencing TAC Guidelines, Subdivision and Development Servicing (SDS) Bylaw No. 2919 requires a minimum spacing of 200 m between intersections along arterial roads such as Cumberland Road. Even for a right-in-right-out intersection on a divided arterial road, the opening must be at least 100 m from an adjacent all-direction intersection. The *far* property line of 1915 Cumberland Road is approximately 85 m from the *centreline* of Burgess Road as measured by City GIS so there is no scenario that could fit an additional public road access to Cumberland Road.

The standard right-of-way width for public roads is 20 m per SDS Bylaw. The minimum width for a strata access road is 6.5 m in the R-1E zone accessing 90-degree driveway parking as proposed. Adding 13.5 m of road width would preclude the proposed wetland preservation and enhancement treatments that the Province approved to allow a Larsen Road access through existing marginal wetland.

Servicing

At subdivision, the developer will construct a 300 mm sewer main under the private roads with a statutory right of way, a short-term system improvement recommended in the City of Courtenay 2021 Sanitary Master Plan.

The developer will also construct a public turnaround at the end of Larsen Road and contribute land as required thereto as currently Larsen Road dead-ends before the subject property and motorists may need to use private driveways to turn around.

Cumberland Road is identified as a minor arterial along the development frontage in the City's Transportation Master Plan, which notes a key sidewalk inventory gap at this location. Additionally the City's Cycling Network Plan identifies Cumberland Road as requiring a Full Build-Out for the Bicycle Network. Improvements will be required as detailed below.

Covenant Conditions

A Section 219 covenant will be registered on title prior to rezoning final approval to secure the following:

1. Sewer main: A 300 mm sewer main must be constructed along the private road with City access secured through an SRW at subdivision.
2. Larsen Road turnaround: Larsen Road turnaround must be constructed to City standards and private land required must be dedicated to the City at subdivision.
3. Cumberland Road improvements: Cash-in-lieu must be provided at subdivision for Cumberland Road improvements including widening pavement to 8.5 m from the centreline, boulevard, sidewalk, and curb and catch basins as required.
4. Amenity contributions: The applicant agrees to pay \$1,000 per lot to the *City's Parks, Recreation, Cultural and Senior Facilities Amenity Reserve Fund* at subdivision. The applicant also agrees to either pay \$100,000 to the *Affordable Housing Amenity Reserve Fund* at subdivision (Recommended); or to covenant on title permanent sales price restrictions and prospective buyer income-testing for one home with initial sale price \$90,000 below market.
5. Through-traffic restriction: Private road layout will prohibit vehicular through-traffic between Cumberland Road and Larsen Road.

Conclusion

The proposed development facilitates infill on an underdeveloped property in an established neighbourhood, consistent with the OCP and Arden LAP. The proposed development will help increase the supply of housing in this part of the community. Furthermore, the proposed modest-sized single detached dwellings on small lots and secondary suites will add housing diversity including some relatively affordable units. The proposal also provides environmental benefits and improvements to public street and sanitary sewer infrastructure. Staff supports the proposal and supports the \$100,000 Affordable Housing Amenity Reserve Fund contribution option.

FINANCIAL IMPLICATIONS:

Application fees in the amount of \$3,000 have been collected in order to process the rezoning amendment application. Legal fees associated with a covenant registration will be incurred by the applicant prior to the final bylaw adoption. Should the proposed Zoning Amendment Bylaw be adopted, Subdivision, Environmental Development Permit, Tree-cutting Permit and Building Permit application fees will apply. The applicant will be required to provide a monetary contribution equivalent to five percent of the market value of the land for parkland purposes at the time of subdivision. The amount of the contribution will be calculated at the time of subdivision approval. Development Cost Charges will be payable for the new lots at the time of subdivision approval.

ADMINISTRATIVE IMPLICATIONS:

Processing Zoning Bylaw amendments is a statutory component of the corporate work plan. Staff has spent approximately 65 hours processing this application to date. Should the proposed zoning amendment proceed to public hearing, an additional two hours of staff time will be required to prepare notification for public hearing and to process the bylaw.

ASSET MANAGEMENT IMPLICATIONS:

The proposed development will build required infrastructure and connect to City water, sewer and storm mains. The developer is responsible for cost and construction and these facilities are to be constructed to current City standards. The private road will be managed by the strata. The City will inherit a Larsen Road turn-around, a roughly 210 m sewer main with SRW, and approximately 45 m of road upgrades to the centreline of Cumberland Road.

2019 – 2022 STRATEGIC PRIORITIES REFERENCE:

We focus on organizational and governance excellence

- Communicate appropriately with our community in all decisions we make

We support diversity in housing and reasoned land use planning

- ▲ Encourage and support housing diversity

- **AREA OF CONTROL:** The policy, works and programming matters that fall within Council's jurisdictional authority to act
- ▲ **AREA OF INFLUENCE:** Matters that fall within shared or agreed jurisdiction between Council and another government or party
- **AREA OF CONCERN:** Matters of interest that are outside Council's jurisdictional authority to act

OFFICIAL COMMUNITY PLAN REFERENCE:

The proposed zoning amendment is consistent with the Urban Residential land use designation of the Bylaw No. 2387, 2005 Official Community Plan (OCP). It represents infill residential development near existing amenities and services, providing a range of housing choice, while fulfilling OCP Section 4.4.3 Densities 4 – lot sizes may range from 650m² to 2500m² with consideration of smaller lots only after review and approval of an overall design concept; 4 a) – limited infill will be considered only in keeping with the character and scale of an existing neighbourhood; and 4 d) – secondary suites will be considered as part of a principle single family residential building subject to zoning approval.

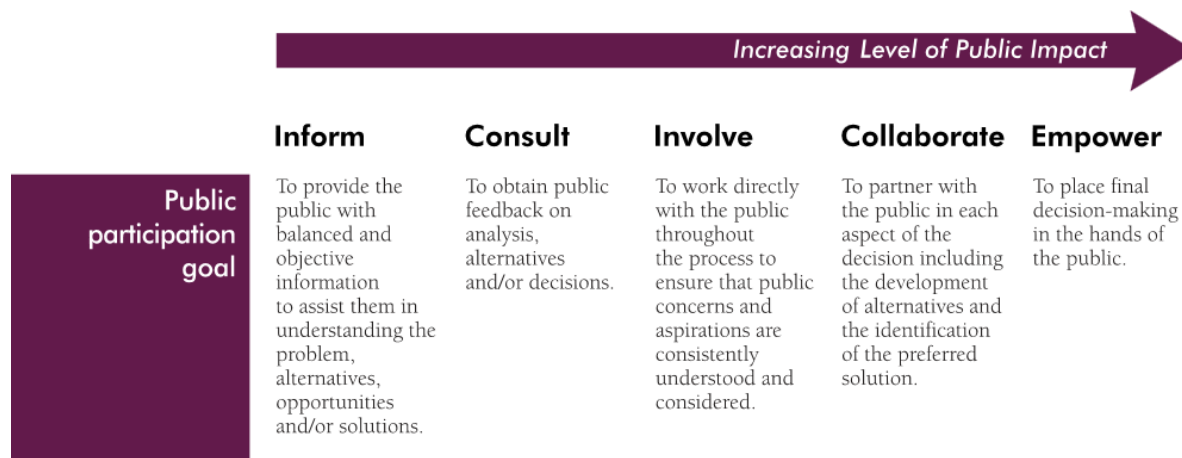
REGIONAL GROWTH STRATEGY REFERENCE:

The development proposal is consistent with the Regional Growth Strategy (RGS) Housing Goal to “ensure a diversity of affordable housing options to meet evolving regional demographics and needs” including:

Objective 1-A: Locate housing close to existing services; and
Objective 1-C: Develop and maintain a diverse, flexible housing stock.

CITIZEN/PUBLIC ENGAGEMENT:

Staff will “**Consult**” the public based on the IAP2 Spectrum of Public Participation:



Should Zoning Amendment Bylaw No. 3044, 2022 receive First and Second Readings, a statutory public hearing will be held to obtain public feedback in accordance with the *Local Government Act*.

Prior to this application proceeding to Council, the applicant distributed an alternative public information package to property owners and occupiers within 100 m of the property and collected and summarized feedback, per the new Alternative Development Information Meeting process. The information provided to neighbours and the summary of the process can be found in **Attachment No. 2**.

Five written comments were received, including three from neighbouring properties, and none opposed the development although some had concerns about traffic or water, most of which are addressed by the applicant in the attached summary. Potential impacts on water levels and drainage will be addressed during subdivision – SDS Bylaw No. 2919 requires stormwater detention facilities designed to limit post development peak flows to equal to the corresponding pre-development peak flows. One comment was received after the summary was written and requests changing the Krebs/Larsen intersection to a 4-way stop and prohibiting street parking in front of 1522 – 1556 Larsen Road to maintain visibility. However, these actions were not recommended in the Watt Consulting Sight Line Assessment (**Attachment No. 4**)

OPTIONS:

OPTION 1: (Recommended)

THAT based on the April 11th, 2022 Staff report, “Zoning Amendment Bylaw No. 3044 - 1915 Cumberland Road” Council approve OPTION 1 and proceed to First and Second Readings of Zoning Amendment Bylaw No. 3044, 2022;

THAT Council direct staff to schedule and advertise a statutory public hearing with respect to the above referenced bylaw; and

That Final Reading of the bylaw be withheld pending the registration of a Section 219 Covenant.

OPTION 2: Defer consideration of Bylaw No. 3044 with a request for more information.

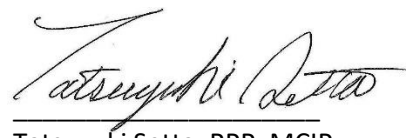
OPTION 3: Defeat Bylaw No. 3044.

Prepared by:



Mike Grimsrud,
Planner 2

Reviewed by:



Tatsuyuki Setta, RPP, MCIP
Manager of Community and Sustainable Planning

Concurrence by:



Chris Marshall, RPP, MCIP
Director of Development Services

Concurrence by:

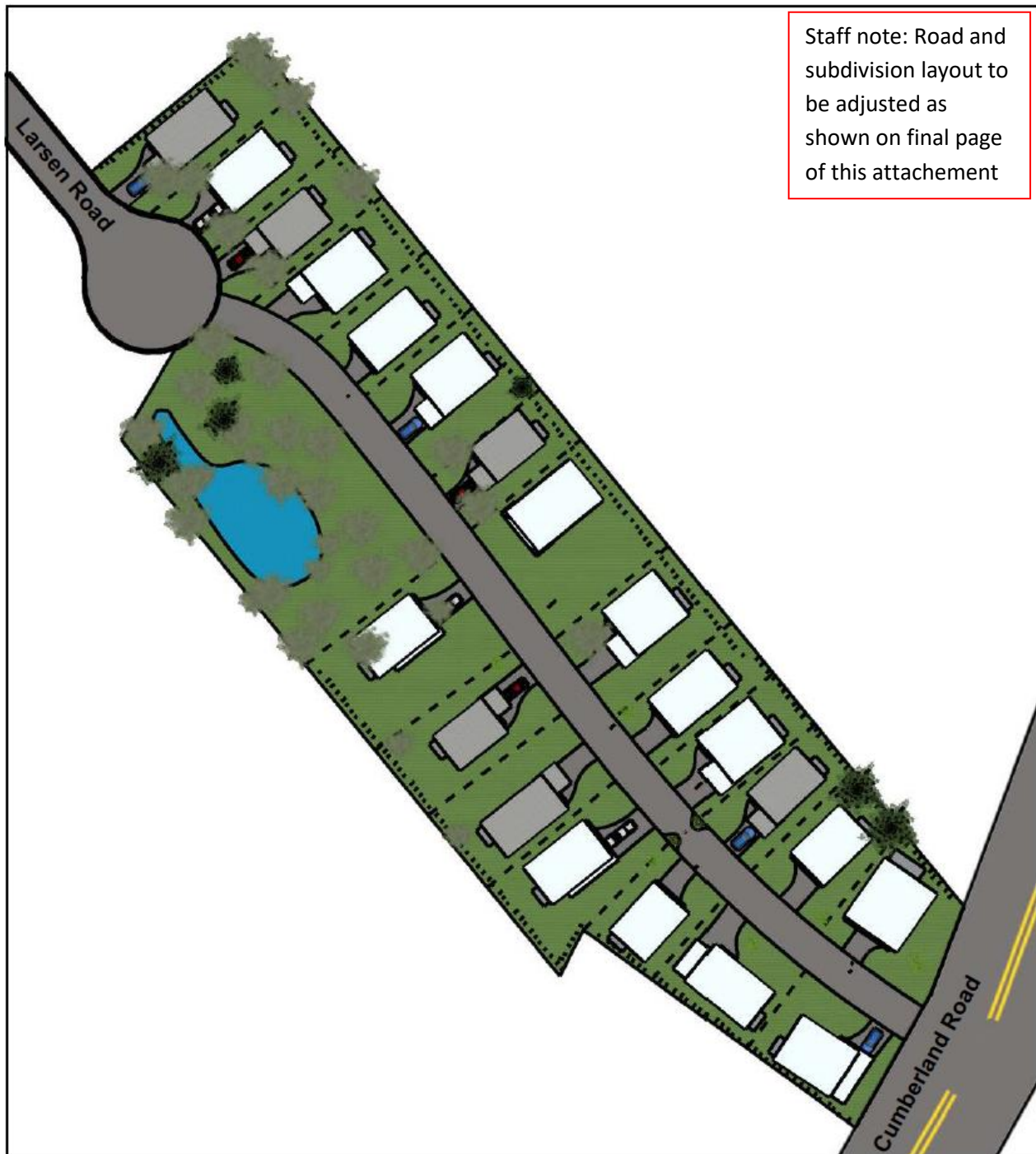


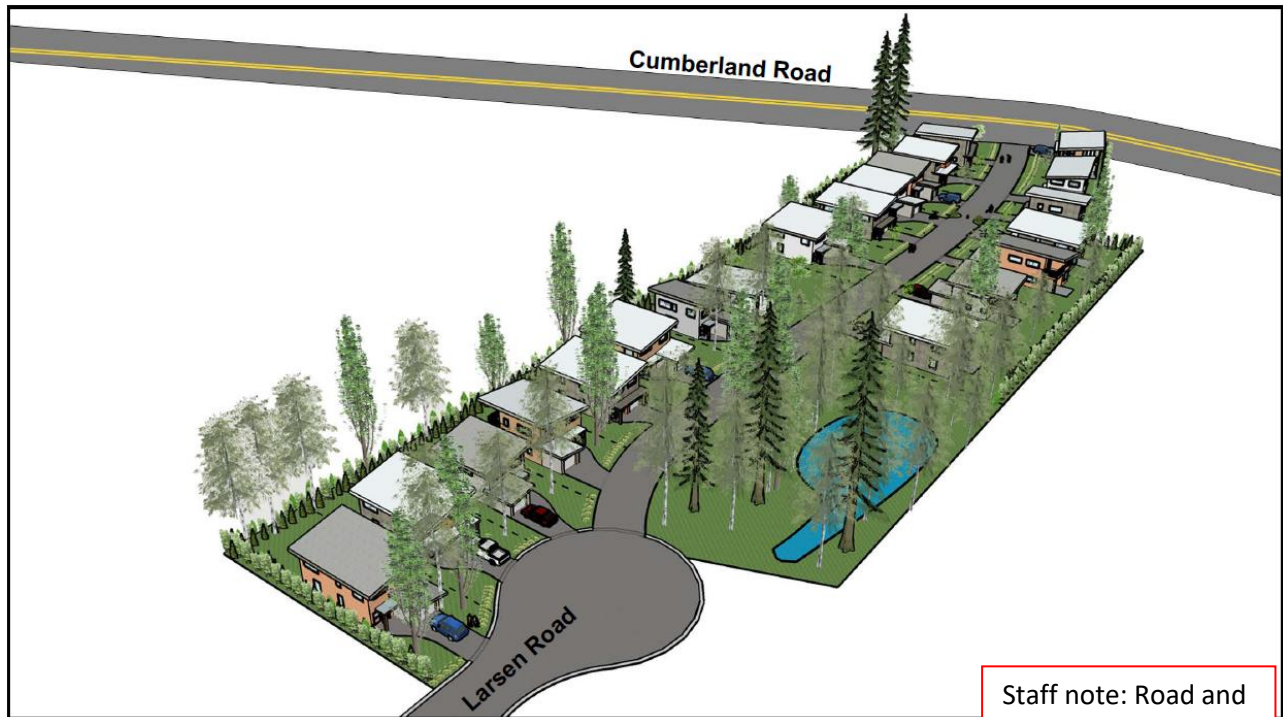
Geoff Garbutt, M.Pl., MCIP, RPP
Chief Administrative Officer

Attachments:

1. *Attachment No. 1: Conceptual Renderings*
2. *Attachment No. 2: Public Information Meeting Summary*
3. *Attachment No. 3: Rationale and Affordable Housing Letter*
4. *Attachment No. 4: Additional Materials*

Attachment No. 1: Conceptual Renderings





Staff note: Road and
subdivision layout to
be adjusted as
shown on final page
of this attachment





Staff note: Road and subdivision layout to be adjusted as shown on final page of this attachment

Looking NW from Cumberland Road.



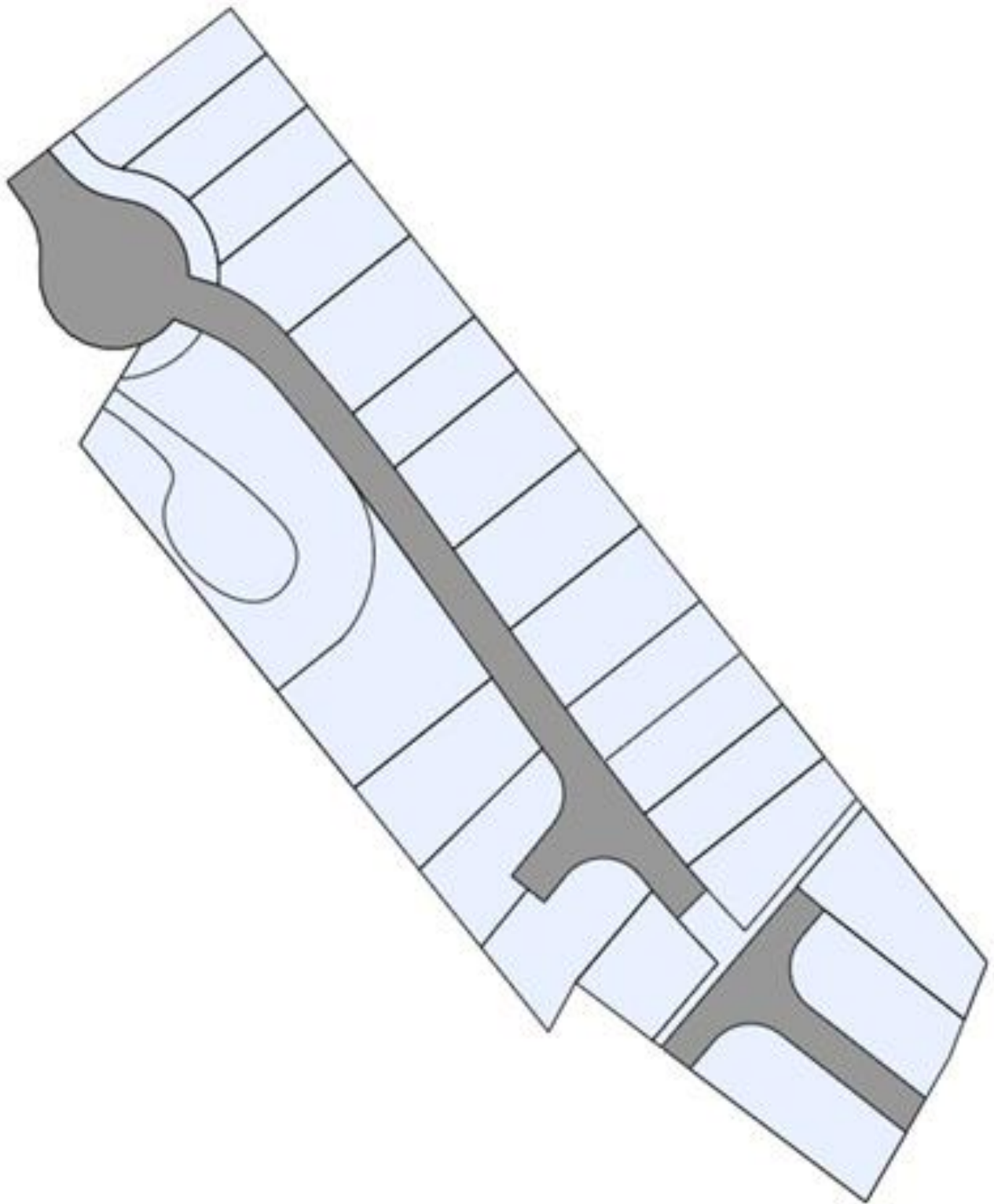
Common house and orchard, with protected pond behind.



Looking West at residences and protected pond buffer in background.



Looking NW towards common house and residences.



Alternative Subdivision Road Layout Concept.

Attachment No. 2: Public Information Mailout Summary

Public Information Mailout for 1915 Cumberland Road rezoning process

A 4 page information package was sent out to 124 addresses on October 18, 2021, and is included below. November 5 was the date given for when feedback was due by. In total, 3 parties responded directly to us via email about the mailout, plus one email response and one phone call to the City of Courtenay. Their messages, and our efforts to respond to their concerns, are included below as well.

Correspondence is summarized below:

Name	Query/ Concern	Response
	pricing; availability	Pricing is yet to be determined; offer to be on our mailing list
	pricing; short-term rentals; traffic/speed control; construction duration	Pricing is yet to be determined; offer to be on our mailing list; details of the strata bylaws (including short-term rentals) are yet to be established; Traffic speed control achieved through blocking through traffic from Cumberland Road with a physical barrier and limiting driveway width; Regarding construction duration time, we can't provide an accurate estimate at this time, but as we will be living on the property ourselves, we would also wish for it to be minimized.
	ensuring our development does not impede their development potential	Offered to be in communication to better understand their situation and plans for development
	water runoff to neighbouring properties, and environmental conservation	The property has been surveyed and inventoried by a Registered Professional Biologist, which informed the nature and layout of the development and resulted in the decision to construct a pond/wetland that will serve as habitat for amphibians, etc, which are currently not found on the property. Sound geotechnical practices and site engineering would be employed to manage storm and groundwater on our property in a way that does not shed excess water onto neighbouring properties. We are interested in minimizing impermeable surfaces and will continue to investigate material options for driveway surfaces, as well as appropriate landscaping to pursue this.
Unknown caller to Planning Dept., lives across the road at 1920 Cumberland Road	headlights directed towards their home	attempts made towards contacting caller; intention is that less than half of the residents will exit our property via Cumberland Road; driveway alignment at Cumberland Road will consider this concern, with landscaping as a potential mitigator

Public Information Mailout: 1915 Cumberland Road

Proposed Development Concept

Hello neighbors of 1915 Cumberland Road. We are looking to create a small, community-oriented neighbourhood, primarily targeted at first-time homeowners and young families, to help meet the housing needs of our growing community. An application to amend the zoning designation of the property from R-1A to R-1E has been submitted to the City of Courtenay.

This will be the site of our future home, and as such, we are bringing our personal values to bear on our vision for the project. Our aim is to develop approximately twenty modest-footprint homes, in a well designed neighbourhood with valuable community amenities that support interaction and engagement among neighbours. The site will be well integrated with the surrounding neighbourhoods, and its design will enhance walking and biking connectivity, as well as access to Krebs Park. The City of Courtenay's sanitary infrastructure expansion objectives will also be well met, with a new sanitary main and right-of-way extending through the length of the property.

Property ownership will be as freehold strata in a bareland strata corporation.

Key Components:

Attainable Home Ownership

- Modest-sized single family homes (1200-2000sq.ft.) in a friendly neighbourhood setting.
- Attainable home ownership opportunities for middle income households.
- Varied home layout, with cohesive design: West coast contemporary.

Walking/ Biking Connectivity

- Strata access driveway would improve walking and biking connectivity for the area.
- Vehicles will be restricted from transiting through the property (with proper signage and physical barrier). *Note: physical barrier will be removable for emergency vehicle access.*
- Enhanced connectivity for adjacent neighbourhoods. Krebs Park, with green space and playground structure, is located directly adjacent, to the northwest of the property. Marked bike lanes begin just north of the property's Cumberland Road frontage. There has also been a considerable increase in residential growth to the south along Cumberland Road, with a series of subdivisions and housing complexes recently built.

Environmental Responsibility

- Stormwater infrastructure and other hardscape and landscape features to optimize on-site infiltration and retention, and minimize contribution to City stormwater system.
- An amphibian-bearing pond will be created in the West corner of the property, which will serve as an ecological stormwater management feature.
- Beyond just meeting STEP Code requirements, homes will also include important energy saving components like heat pumps and utilizing passive solar gain approaches.

Community Connection

- A common house, fruit trees and herb garden, to be managed by the strata
- Plans for seasonal celebrations

For more detailed information, you can view relevant documents on The City of Courtenay website www.courtenay.ca/devappttracker (search by file number or address).

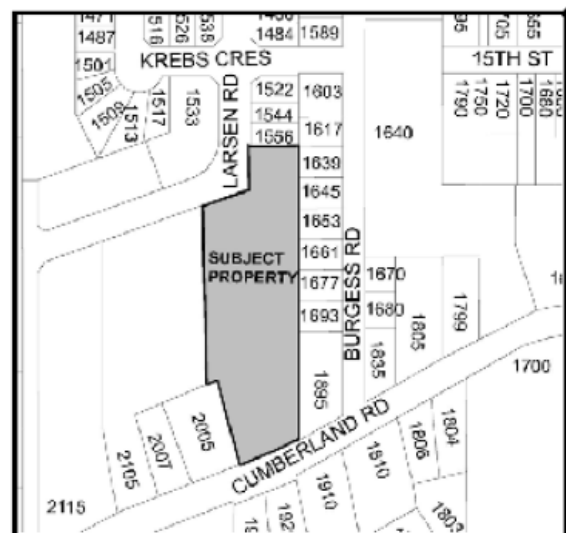
Feedback:

We welcome any comments or questions you may have. Please submit these by November 5, 2021 if you would like your comments to be considered as part of the City's review of this application. Comments can be submitted directly to the City of Courtenay by one of the following methods:

1. Drop your comment sheet off in the drop box located at the front entrance of the City of Courtenay or mail: City of Courtenay, Planning Services Department, 830 Cliffe Avenue, Courtenay BC V9N 2J7
2. Email your comments to planning@courtenay.ca
3. Fax your comments to 250-334-4241

Alternatively, you can be in touch with us directly - at any point in the development process:

1. Email: tomas@formstate.com
2. Phone: 604-365-4050



Sincerely,

Tamara and Tomas Nielsen



Looking NW from Cumberland Road.



Common house and orchard, with protected pond behind.

On Oct 27, 2021, at 3:36 PM, [REDACTED] wrote:

Hi,

My name is [REDACTED] I have read the public information mailout: 1915 Cumberland Road. I want to know more information about the plan, for example, the price of a single house with 3+ bedrooms and 2+ washrooms.

I am looking forward to hearing the news from you.

Thank you.

Have a good day,
[REDACTED]

An email reply to [REDACTED] was sent, indicating that pricing is yet to be determined, and offering to make them aware when more information about this becomes available.

On Oct 29, 2021, at 11:11 AM, [REDACTED] wrote:
Hi Tomas and Tamara,

Thank you for informing me about your project located at 1915 Cumberland Rd. It looks very nice!
I only have a few questions which are listed below:

1. What is the anticipated asking price range of the strata units?
2. What is the anticipated size (width of road) of access to Larsen Road and are there plans of traffic speed control in your development? We have small children in the neighborhood that are sight impaired and opening access to Cumberland Road is a concern.
3. Will the Strata have any rental restrictions for each property?
4. What is the anticipated construction duration time?

Thank you for addressing my questions.
[REDACTED]

An email reply to [REDACTED] was sent, indicating that pricing is yet to be determined, that the details of the strata bylaws are also yet to be finalized, and offering to make them aware when more information about this becomes available. Regarding the concerns about traffic speed control and through traffic from Cumberland Road, we indicated that this is also an important issue for us and that there will be a physical barrier at some point in the middle of the driveway length to mitigate this. Driveway width would also be minimized as much as is feasible. Finally, it is difficult to predict construction duration time, but as we will be living on the property ourselves, we would also wish for it to be minimized.

On Nov 2, 2021, at 6:51 PM, [REDACTED] wrote:
Dear Tamara and Tomas,

Thank you for your letter and reaching out to us regarding your proposed development. We do wish to open up the communication regarding your property and how your development affects prospective plans we have for developing our property at 2105 Cumberland Road.

We have always understood that Larson Road could be extended to gain access to our property allowing us to develop portions of our land.

Our neighbour [REDACTED] at 2115 Cumberland Road is actively pursuing future subdivision development on his property that would require access through our land to Larson Road and has offered to purchase the back portion of our land. He has invested considerably in pursuing a subdivision on his land by way of surveys, environmental consulting, engineering reports, drawings etc.

As [REDACTED] is the granddaughter of [REDACTED] and the land has been in the family since the 1930's we feel it is important that our thoughts be considered in the future developments of these lands, especially as we are getting on in years and wish to keep opportunities open for ourselves and our daughters in this regard.

In summary, we appreciate the thought, time and expense you've invested in creating plans for a safe and friendly community for young families and are not against your proposal as long as it does not impede our opportunity to develop or sell the back portion of our land. We will be contacting the City of Courtenay before November 5 with these concerns and hope that we can work together to make a cohesive neighbourhood plan that works for everyone.

Kind regards,
[REDACTED]

An email reply to [REDACTED] was sent, echoing our desire to be in communication with them as well, and offering to meet by phone to discuss.

On Nov 5, 2021, [REDACTED] submitted the letter below to the City of Courtenay Planning department:

November 5, 2021

To the Planning Services Department
of the City of Courtenay

Re: the application of 1915 Cumberland Rd to rezone
from Residential One A Zone (R-1A) to
Residential One E Zone (R-1E)

Greetings

About twenty years ago my late husband and I (1693
Burgess Rd) were informed by the previous owner
of 1915 Cumberland Rd that this property could not
be developed because of wetland issues. If this
is correct, I agree.

During the summer months the subject property
is dry but during the rainy winter months it
becomes soggy especially along the Burgess Rd
property lines. This is especially true at
1693 Burgess where it is very wet and spongy and
with laying water before it drains.

If developed, the subject property, I believe,
would need massive amounts of landfill to
combat this issue. As a result this could
compromise the property at 1693 Burgess as
well as other properties on the border stretch
of Burgess Rd as our properties would remain
at the water table level.

(2)

I am not a 'not in my neighbourhood' person (not
yet anyway) but I believe, this is a wetland issue
and is a concern not only for property issues
but also for loss of wetland in this city as
well.

This area is resident to frogs, birds, squirrels,
and raccoons as well as deer. Not every area
in Courtenay has this wildlife combe and
I believe that preserving this unique area is
important for both nature and the property
owners.

Thank you for your consideration.

Sincerely

[REDACTED]
1693 Burgess Rd
Courtenay
[REDACTED]

A telephone call was placed to [REDACTED], whereupon we indicated that we were aware of the wet nature of some areas of the property closer to the Larsen Road end, and that the property has been surveyed and inventoried by a Registered Professional Biologist. The findings of the study were used to inform the nature and layout of the development and resulted in the decision to find ways to preserve, and even upgrade, the environmental features of the property. To this end, we would be constructing a pond/wetland that will serve as habitat for amphibians, etc, which are currently not found on the property. Regarding the impact of the development's groundworks and construction on the Burgess Road properties, we assured Mrs. Fallock that it is our understanding and intention that sound geotechnical practices and site engineering would be employed to manage storm and groundwater on our property in a way that does not shed excess water onto neighbouring properties. We are interested in minimizing impermeable surfaces and will continue to investigate material options for driveway surfaces, as well as appropriate landscaping to pursue this.



Sat 12/4/2021 12:14 PM

Propose Development at 1915 Cumberland Road

To PlanningAlias; tomas@formstate.com

We support the development plan for 1915 Cumberland.

However...

Our concern is that over-flow parking from the development will hamper the roadway on Larsen Rd and Krebbs Cres. The Park is a popular neighborhood shared space and there are many children and dogs playing through out the day. When cars are parked on the street around the park, it **reduces visibility for watching for children and running dogs.** And we want to **minimize the crowding on the street** here. Which may result **from opening the street to the new higher density living.** There are many examples in the neighborhood where the overflow parking from the higher density living resulting from multi car families causes congestion on the roadways. Some neighbors even park commercial trucks and trailers in the street.

And the **traffic flow will change** as everyone is used to the dead end on Larsen Rd and will take time to learn to observe **increase traffic from the direction of the development.**

So, we are requesting the following,

The intersection at Larsen Rd and Krebbs Cres should be changed to a **four way stop.**

We want to have **no parking allowed at any time on the street in front of the houses at 1522, 1544 and 1556.** This will ensure safe visibility for entering and exiting from these properties at all times.

And the **park side of the street both on Larsen Rd and Krebbs Cres should be limited to on hour during the day and a prohibition on overnight parking.**

We currently have a neighborhood watch in the area and we will be collecting signatures for these changes listed above. We hope both the City and Developer will support these requested changes for maintaining the calm and safety of the area.

Thanks,

[Redacted Signature]

Home Owners 1544 Larsen Rd

[Redacted Address]

Attachment No. 3: Rationale and Affordable Housing Letter

1915 Cumberland Road: Rezoning Application Summary

Project Description:

The proposed rezoning of 1915 Cumberland Road to R-1E is intended to enable the creation of a small, community-oriented infill neighbourhood, primarily targeted at first-time homeowners and young families, to help meet the growing housing need in the community.

This will be the site of our future home, and as such, we are bringing our personal values to bear on our vision for the project. Our aim is to develop twenty modest-footprint homes of varied layouts, in a well designed neighbourhood with valuable community amenities that facilitate interaction, engagement and support among neighbours.

Key elements of this proposal:

- The proposed zone is similar in density-character to adjacent Burgess Road and Krebs Crescent neighbourhoods.
- Property ownership will be as freehold strata in a bareland strata corporation.
- Homes will meet and exceed STEP Code requirements, with important energy saving components like heat pumps and utilizing passive solar gain approaches.
- Community amenities will include a common house/ meeting space, small community orchard and herb garden, to be managed by the strata group; Gatherings and skill-shares will include bike maintenance, ski tuning, parent-tot meetups, and fruit harvesting and processing.
- Vehicles will be restricted from transiting through the property (with proper signage and physical barrier part-way down the strata access driveway). Note: physical barrier will be removable for emergency vehicle access.
- The site will be well integrated with the surrounding neighbourhoods, and its design will enhance walking and biking connectivity for the area, as well as access to Krebs Park (with green space and playground structure).
- Landscaping and natural features will be environmentally sensitive, including the creation of a habitat pond and use of native plant species. We are also exploring the use of permeable driveway surfaces and bioswales.
- The City of Courtenay's sanitary infrastructure expansion objectives will also be well met, with a new sanitary main right-of-way extending through the length of the property.

Conformance with Affordable Housing Policy

This rezoning proposal conforms with the City's Affordable Housing Policy, which sets out to encourage "compact community", "a variety of housing types", as well as the "provision of secondary suites".

This proposed rezoning will support these objectives by enabling relatively compact community, with modest lot sizes and home sizes, in walking/biking distance to shops, schools, *etc.* The R-1E zone is the most compact zone available for single detached homes. There will be some variety in home size and layout, providing attainable home ownership opportunities for middle income households with varied space needs. Some of the homes

will also be designed with secondary suites, which can create rental home availability, as well as mortgage-helper income for the homebuyers. Thoughtful site design, home layout and architectural design, and exteriors/ finishing will be coordinated to create a visually appealing aesthetic, with cohesive neighbourhood feel.

Relation to Arden Corridor Local Area Plan (AC LAP)

Our property is situated within the Arden Corridor Local Area and this rezoning proposal and future development proposal will seek to support the objectives of the Arden Corridor Local Area Plan. We believe our proposed neighbourhood development supports the Plan's vision statement, *"Allowing for environmentally responsible new developments that respond to the community's growth, that support a network of trails and rural roads, parks, cost-effective infrastructure systems and a diversity of housing and small home-based businesses."* Further information on how our proposal conforms to the AC LAP can be found within the submitted Sustainability Checklist.

Environment

Our development plan conforms with the environmental principles of the AC LAP, based on the following features: habitat creation, responsible stormwater management (maximizing infiltration, consideration of bioswales, retaining open-channel conveyance and creation of a retention pond), and a strong emphasis on tree retention and planting, including native species trees, shrubs and groundcovers, intended to enhance habitat values and soil stability.

Before contemplating development of the property, we engaged with the local watershed stewards (Millard-Piercy Watershed Stewards), as well as an environmental consultant to understand the environmental features of the site and their ecological value. The Stewards educated us on the connection of our site to the greater watershed, reinforced our understanding of the importance of stormwater mitigation, and explained their intentions to make downstream improvements, including the desire to daylight culverted areas of Tributary 10. We strongly support each of these values and objectives.

Our environmental consultant suggested that our project would be a good candidate for amphibian habitat creation, given the site's hydrologic function and grading, and our desire to access the property from Larsen Road, noting also its benefit in terms of stormwater management. As such, a Water Sustainability Act Section 11 Authorization request to the Province (MFLNRO) was made (and subsequently approved) to cross the small seasonally wet area at the Northwest end of the property, in consideration of building such a habitat (and stormwater management) pond. This new environmental feature will be designed to support amphibian life (not currently possible on the property), while buffering storm water from the city storm water system.

Below is an excerpt from the conclusion of the Environmental Impact Assessment, explaining rationale to support a 15m protection buffer around the pond and a request for certain exemptions from the AC LAP:

A recommended natural preservation area within the development plan includes a 15 m vegetation protection area around a 485 m² constructed Habitat/Stormwater (SW) Pond (Figure 1). The Habitat Pond is intended to offset the removal of 150 m² existing seasonally

wetted area within the new driveway prism that is currently isolated from the Larsen Rd. ditch channel. Because the wet area is isolated from the ditch it is not applicable for review under the *Riparian Areas Protection Regulation* (RAPR) although changes to it are subject to the Water Sustainability Act (Appendix B). As well, it has been determined to have little to no habitat function, will be modified under Section 11 Approval, and has been deemed “not environmentally sensitive”. As a result, it is recommended that the 415 m² isolated wet area be exempt from the City of Courtenay *Arden Corridor Environmental Development Permit Area* (AC-EDP) under Section 9.6.6 - #3.4. Furthermore, FLNRO Approval #1005012 for the construction of a habitat/SW pond is intended to create a feature with increased habitat benefits on the landscape.

In conversation with staff from the City’s planning and engineering departments, it was indicated that primary vehicular access to the property should be from Larsen Road. There will need to be a short extension of the existing stormwater culvert in that location, which is also contemplated in the Section 11 Approval.

These ecological features included in our plan will bring additional value to the neighbourhood, with habitat creation and the demonstration of stormwater-sensitive landscape and surfaces.

Housing

Our proposal supports the AC LAP’s housing objective: “*Maintain housing opportunities for a diversity of resident demographic profiles including young families, family members and seniors,*” and it conforms with the plan’s policies regarding lot size, infill development, and supporting rental. Our proposed housing plan is also consistent with neighbourhood character.

Mobility

Our proposal supports walking and biking connectivity, including improved access to Krebs Park. We are avid cyclists and intend to host bike repair and maintenance gatherings to support our neighbours in keeping their bikes in good working order.

Servicing

We are following all indicated procedures to ensure appropriate servicing. Our proposal also enables the expansion of the City’s sanitary network with a sanitary main right-of-way extending through the length of the property. Our site’s stormwater plan will conform with all of the policies articulated in the AC LAP.

Thank you for your consideration of our application. We look forward to working with City staff, councillors, and our neighbours, to make this community dream a reality.

Sincerely,



Tomas Nielsen



Tamara White

February 22, 2022

Re: 1915 Cumberland Road – rezoning application

Dear Members of City Council,

We commend the Council for your interest in promoting housing affordability in the community and your appreciation of the urgency to act on this objective.

We, too, share in this objective, and have embarked on our “intentional neighbourhood” project with this in mind. We are inviting fellow community-minded folks to buy into a common community vision, inspired in part by cohousing principles and a desire to create networks of neighbourhood support.

Our Approach to Diverse and Affordable Housing

We are introducing diverse housing forms that already contemplate how affordability can be enhanced, and how households with different earnings can be a part of our community. Our varied home sizes and formats include:

- Single detached homes that are much smaller than what would be included in a standard market/for-profit development – these will, accordingly, be more attainably priced (*i.e.* 1200 sq. ft.)
- Homes with secondary suites (which could include rental tenure; mortgage helper to support home ownership attainability)

Our community development will further enhance affordability for residents by:

- Fostering a sharing economy through community engagement (shared meals, shared childcare, some shared assets)
- Reducing home operating costs – through the use of heat pumps and other energy saving technologies; through living in smaller-footprint homes, with access to a shared common space

Further, we are working with our architect to “value-engineer” homes that are well designed and built, while keeping costs down as much as possible. Similarly, we are looking to partner with builders who understand our community objectives and are willing to work with us in achieving them.

Finally, we are not anticipating putting the homes on the market and inviting bids/offers, which can drive up sale prices. We will be setting fair sale prices, and offering homes for purchase to families and individuals within our network of like-minded, community-oriented folks.

Additional Contributions to Affordability

We do also understand that the community's need for affordable housing is deep – and will need to be addressed on an ongoing basis, leveraging all of the tools and capacity at the City's disposal. The draft Courtenay Affordable Housing Strategy Options report, prepared by M'Akola Development Services, outlines suggested approaches to effectively using municipal resources to address priority housing concerns - and recommends prioritizing interventions that benefit low to moderate income households. We found this to be a useful reference, when evaluating a variety of options that were presented for potential contributions to community affordability. To this end, we would like to offer two potential options of how our project can further participate in supporting this community objective.

Option A: A \$100,000 contribution to the Affordable Housing Fund

The cash contribution can be directed from areas of low impact (as in, single detached housing projects) to areas of high impact (multi-family residential projects or supportive housing). For example, a dedication (valued at \$100k) on a single detached home yields a minor benefit for an upper middle income household, OR if directed to a multi-family residential project, it can yield a deep benefit for a low-middle income household, or a lighter benefit for multiple households.

AHF funds can be used to support emergency or supportive housing services.

AHF funds can support the development of new non-market supply, by bolstering non-profit housing providers' funding applications to the province/feds (e.g. CVRD's recent \$100k contribution to the Hornby Island affordable housing project).

AHF funds can be leveraged to negotiate additional non-market units in market-based multi-family residential projects.

Option B: A contribution to the City's toolbox for enshrining below-market ownership in perpetuity

Acknowledging that the City would like to establish precedent and use of new tools for creating and preserving affordability, we offer to partner with you in developing and demonstrating the use of such tools. To our understanding, the City has not yet partnered in establishing below-market homeownership stock, held in perpetuity.

We would offer one of our homes at \$90,000 below the standard sale price, and would place a covenant on title that would permanently restrict the price of resale. Resale price calculation would be closely tied to CPI (*i.e.* rate of inflation), with a small increase to support homeowner equity. Prospective home-buyers would be income-tested to ensure that this opportunity is

offered to an appropriate household (with housing costs representing 25-30% of household income, a standard metric for affordability).

The principal value of this demonstration project would be the creation and use of the covenant tool to produce permanent below-market ownership (modelled off of Whistler Housing Authority tools). While the application of this tool to a single-family home form does not produce affordability for the population segments prioritized in the housing needs assessment, it will establish precedent for its use, and will facilitate future application to projects that have greater economies of scale and more opportunity for yielding meaningful housing opportunities to priority populations.

We look forward to hearing from you, and supporting this important work.

Thank you kindly,

Tamara and Tomas Nielsen
1915 Cumberland Road – rezoning applicants

Attachment No. 4: Additional Materials



CITY OF COURTENAY Development Services

830 Cliffe Avenue
Courtenay, BC, V9N 2J7
Tel: 250-703-4839 Fax: 250-334-4241
Email: planning@courtenay.ca

SUSTAINABILITY EVALUATION

COMPLIANCE CHECKLIST

The following checklist provides a quick reference list of required sustainability criteria that, where applicable, shall be satisfied for all development applications including Official Community Plan (OCP) and Zoning Bylaw amendments, Development Permits, Development Variance Permits, Tree Cutting and Soil Removal Permits, Agricultural Land Reserve and Subdivision applications. These criteria are established to ensure that the goals and objectives of the OCP are satisfied. **Please briefly state in the "Description" column how the application achieves the stated criterion.** Where an element of the development proposal does not comply with a sustainability criterion, a justification stating the divergence and the reason shall be made. A separate sheet may be used to provide comment. **Incomplete forms will result in application delays.**

The Sustainability Evaluation Checklist Policy states: *Proposed developments will be considered where a development:*

- provides substantial benefits to the City;*
- will not negatively impact on the City's infrastructure, neighborhood or environment;*
- new development that supports destination uses such as the downtown, Riverway Corridor or a Comprehensive Planned Community;*
- Meets applicable criteria set out in the OCP.*

The complete Sustainability Evaluation Checklist policy is contained within the City of Courtenay Official Community Plan No. 2387, 2005.

Project Address: 1915 Cumberland Road **Date:** July 1, 2021

Applicant: Tomas Nielsen and Tamara White **Signature:** 

APPLICATION REQUIREMENTS To be filled out by applicant



Land Use. The application:	Description of how the criteria are met
a) Provides a mix of housing types and sizes;	Incorporates small lot zoning to allow for gentle infill housing, with single-family detached homes, and some also with secondary suites.
b) Balances the scale and massing of buildings in relation to adjoining properties;	Scale and massing are per zone guidelines, and are similar to the surrounding neighbourhoods.
c) Complements neighboring uses and site topography;	This project will provide additional homes within biking distance to downtown; it also provides improved access to Krebs Park. Topography is addressed in the Infrastructure section.
d) Provides or supports mixed used developments or neighborhoods;	N/A
e) Promotes walking to daily activities and recreational opportunities;	This project improves pedestrian connectivity and enhances access to Krebs Park.
f) Supports a range of incomes;	Smaller lot infill allows for a more attainable price point for single family homes. It is expected that there will also be some secondary suites, attainable to a broader household income range.
g) Is a positive impact on views and scenery;	Considered in collaboration with city planners, this new community development will have a pleasing and coherent aesthetic.
h) Preserves and provides greenspace, trails and landscaping;	Project plans include a natural preservation area, a habitat pond, ecological landscape features, legacy trees, and newly planted fruit trees.

Building Design. <i>The application:</i>		Description of how the criteria are met
a) Exhibits high standard of design, landscaping and environmental sensitivity;	b) Maintains a high standard of quality and appearance;	Beyond just meeting STEP Code requirements, homes will also include important energy saving components like heat pumps and utilizing passive solar gain approaches. Landscaping and natural features will be environmentally sensitive, including a habitat-bearing stormwater retention pond. We are exploring the use of permeable surfaces and bioswales, as well.
c) Includes articulation of building faces and roof lines with features such as balconies, entrances, bay windows, dormers and vertical and horizontal setbacks with enhanced colors;		Home design will be of a high aesthetic quality, with consistent design elements throughout the neighbourhood, and some variety of size and form.
d) Avoids creating a strip development appearance;		Concept imagery is attached for reference. Building design is not complete at this phase (rezoning only).
e) Satisfies Leadership in Energy and Environmental Design (LEED) certification (or accepted green building best practices);		N/A
f) Uses environmentally sensitive materials which are energy sensitive or have accepted low pollution standards;		N/A
g) Builds and improves pedestrian amenities;		The strata driveway will enable pedestrian and cyclist access, while blocking vehicular transiting.
h) Provides underground parking;		N/A
i) Applies CPTED (Crime Prevention Through Environmental Design) principles;		We will aim to develop a sense of community and social cohesion with this new neighbourhood, one of the primary CPTED strategies. There will be semi-public spaces created, mindful landscaping, and an architectural orientation towards eyes-on-the-street.
Transportation. <i>The application:</i>		Description of how the criteria are met
a) Integrates into public transit and closeness to major destinations;		#8 Bus line is within walking/biking distance.
b) Provides multi-functional street(s);		N/A. Strata access drive only.
c) Prioritizes pedestrian and cycling opportunities on the public street system and through the site location that can provide an alternative to public road;		The location is well suited for infill housing development, as it is within walking and biking distance to services and amenities. The strata access driveway improves walking and biking connectivity for everyone throughout the neighbourhood. Additional plans for community development would prioritize and enable active transportation.
d) Provides or contributes towards trail system, sidewalks, transit facilities, recreation area or environmentally sensitive area;		The site plan includes physical barrier and signage to restrict vehicle transiting, while allowing for pedestrian and cyclist access. Krebs Park access is improved.
Infrastructure. <i>The application:</i>		Description of how the criteria are met
a) Includes stormwater techniques that are designed to reduce run-off, improve groundwater exchange and increase on-site retention;	b) Utilizes renewable energy sources (i.e. solar, geothermal) within servable area to City standards;	Stormwater management is central to the hardscaping and landscaping plan, with on-site retention prioritized. The constructed habitat and stormwater pond will serve a major function to buffer stormwater from the city infrastructure. We are exploring the use of permeable driveway surfaces and bioswales.
		N/A

Character & Identity. <i>The application:</i>	Description of how the criteria are met
a) Provides a positive image along waterfront areas and fronting road;	N/A
b) Is designed with quality and variety of features within the project (i.e. street furniture, street lights, signs, curb treatments);	N/A
c) Provides public and private amenity space;	Includes a common house for strata members, intended as a community amenity and gathering space. The site plan also includes open space, fruit trees, and an amphibian pond.
d) Preserves heritage fixtures;	N/A
e) Orients to views, open space and street;	N/A
Environmental Protection & Enhancement. <i>The application:</i>	Description of how the criteria are met
a) Protects riparian areas and other designated environmentally sensitive areas;	In accordance with the approved plans of the Province (FLNRO), the ephemeral wet areas (not habitat-bearing; “not environmentally sensitive”) will be replaced with a permanent functional pond habitat.
b) Provides for native species, habitat restoration/improvement;	Habitat improvement and native species introduction is planned for the habitat pond. Throughout the site, there will be a priority placed on native species of shrubs and groundcovers, to enhance habitat values and soil stability.
c) Includes tree lined streetscapes.	Tree planting will be integrated along the strata access driveway, and elsewhere on the site.



#302-740 Hillside Avenue
Victoria, BC V8T 1Z4
T 250.388.9877
E. ckopec@wattconsultinggroup.com
wattconsultinggroup.com

MEMORANDUM

To: Tamara White and Tomas Nielsen - 1265024 B.C. LTD.
From: Caytlin Kopeck, EIT
Our File #: 3195.B01
Project: 1915 Cumberland Road
Date: December 13, 2021
RE: Sight Line Assessment

1.0 INTRODUCTION

Watt Consulting Group was retained by 1265024 B.C. LTD. to conduct a sight line assessment for a development at 1915 Cumberland Road, Courtenay BC. The proposed development includes 20 single family homes. A new road will connect to Cumberland Road in the south-east and Larsen Road in the north-west. This memo will review the sightlines at each end of the new road to ensure adequate sight distances. Further, this memo will identify where removable bollards should be located to eliminate cut-through traffic on the new road. See **Figure 1** for the location of the new road connection.

To: Tamara White and Tomas Nielsen - 1265024 B.C. LTD.
Re: 3195.B01 1915 Cumberland Road - Sight Line Assessment

December 13, 2021

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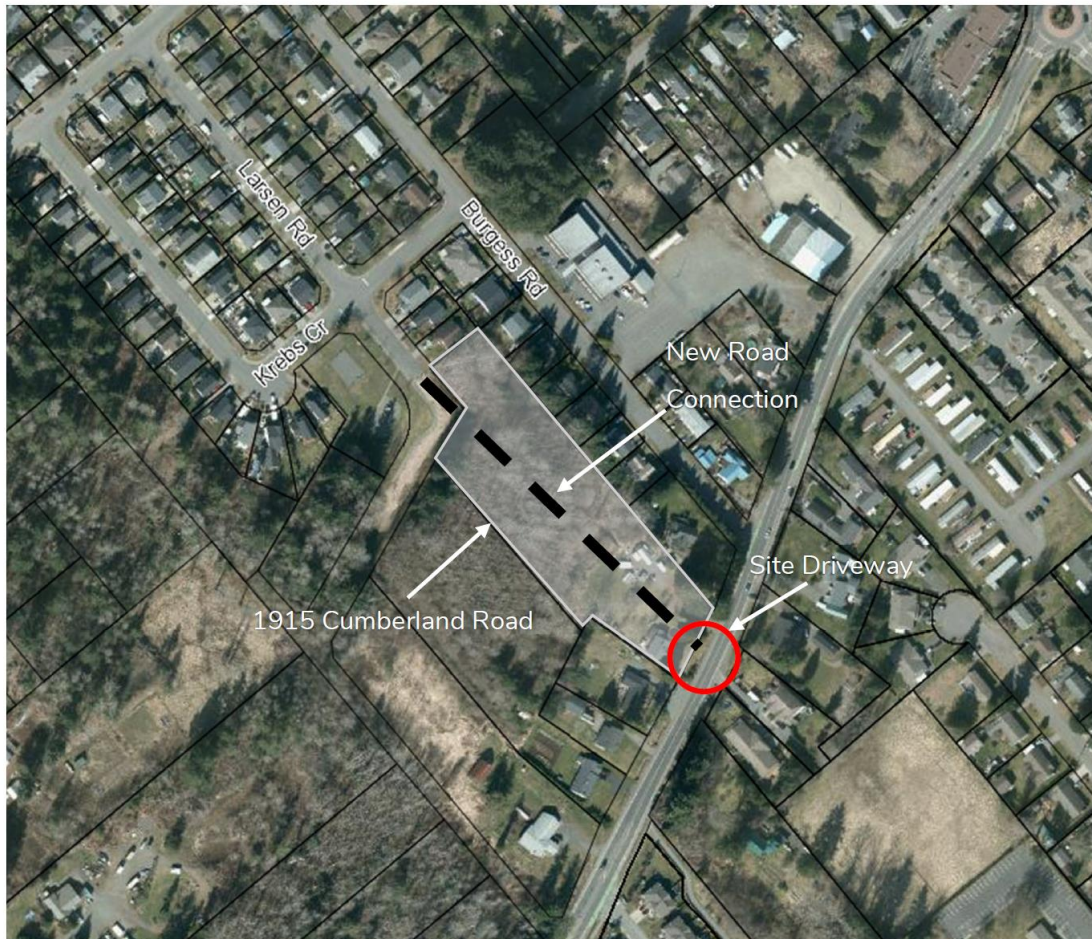


Figure 1: Proposed Road Connection

2.0 BACKGROUND

Cumberland Road is a two-lane arterial with a posted speed limit of 50km/h. The driveway has been proposed to be constructed in the centre of the 1915 Cumberland Road lot. The other end of the new road will connect to Larsen Road, which currently dead ends at the property. See **Figure 2** for the site plan.

To: Tamara White and Tomas Nielsen - 1265024 B.C. LTD.
Re: 3195.B01 1915 Cumberland Road - Sight Line Assessment

December 13, 2021

Page 3

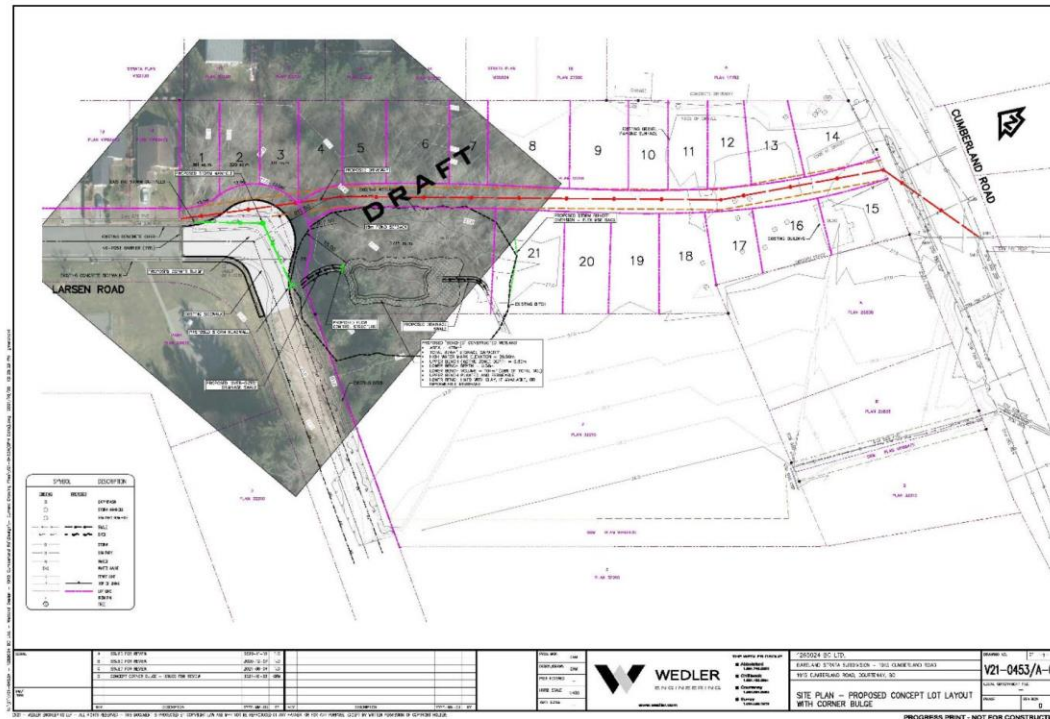


Figure 2: Site Plan

Based on the above site plan, there may be City plans to extend a new road south of Larsen Road and west of the new proposed road between Cumberland Road and Larsen Road. However, there is no existing road south of Larsen Road at this time.

3.0 SIGHTLINE ANALYSIS

Based on TAC Geometric Design Guidelines, for a 50km/h speed zone the sight distance for a vehicle turning from a stop is 105m, to the left and right, for a vehicle turning left. It is 95m, to the left and right, for a vehicle turning right. This distance is based on approaching vehicles not having to slow by more than 70% of their original speed. The stopping distance is 65m and is based on how long it will take a vehicle to stop when travelling at a 50km/h speed on a level roadway. See **Figure 3 and 4** for photos of the sightlines in both directions.

To: Tamara White and Tomas Nielsen - 1265024 B.C. LTD.
Re: 3195.B01 1915 Cumberland Road - Sight Line Assessment

December 13, 2021

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Figure 3: Looking North (for left turning vehicle) on Cumberland Road (November 2021)

To: Tamara White and Tomas Nielsen - 1265024 B.C. LTD.
Re: 3195.B01 1915 Cumberland Road - Sight Line Assessment

December 13, 2021

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Figure 4: Looking South (for right turning vehicle) on Cumberland Road (November 2021)

On November 23rd, 2021, the WATT team conducted a field assessment at the proposed intersection on Cumberland Road. The measured sight distances in each direction exceeds 300+m, which is more than the required distance. Therefore, there is no issue with sight distance at this location.

The provided design for the connection of the site road to Larsen Road has the new site road connecting at a slight angle to accommodate the cul-de-sac that would allow vehicles to turn around at the connection. If a turn-around is required only until the new road south of Larsen is constructed, then a hammerhead may be more appropriate. With the current design, vehicles exiting the development road would have a clear view down Larsen Road and therefore, no sightline issue. Further, when Larsen Road is extended, sightlines will continue to be acceptable.

To: Tamara White and Tomas Nielsen - 1265024 B.C. LTD.
Re: 3195.B01 1915 Cumberland Road - Sight Line Assessment

December 13, 2021

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If Larsen Road is extended to the south at approximately 90 degrees to the site road, consideration should be given to the connection alignment and location of stop control.



Figure 5: Current Conditions at Termination of Larsen Road (Taken November 2021)

4.0 ACCESS MANAGEMENT

The Developer have proposed installing removeable bollards at some point across the new road to assist in access management and distributing traffic between Larsen Road and Cumberland Road. The bollards would be removed if needed for emergency vehicle access or evacuation. The placement for bollards is recommend at the approximate midpoint of the new road between Cumberland Road and Larsen Road (at the east property line of Lots 8 / 21). This will split the traffic approximately 50/50 from the development to Larsen Road and Cumberland Road and reduce the impact of adding all traffic to one road or the other. Further, the removeable bollards will eliminate shortcutting between Cumberland Road and the existing neighborhood area.

To: Tamara White and Tomas Nielsen - 1265024 B.C. LTD.
Re: 3195.B01 1915 Cumberland Road - Sight Line Assessment

December 13, 2021

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The placement of the bollards is expected to add up to 13 vehicle trips (9 entering and 4 exiting) at the Cumberland Road / Site Road intersection. Based on the available sight lines and the low volume of traffic it is not expected that this volume of traffic will create any traffic or safety issues on Cumberland Road.

5.0 CONCLUSION AND RECOMMENDATION

All sightlines are adequate for this new road meet or exceed the recommended TAC guidelines. Consideration of a hammerhead turn around is recommended instead of a cul-de-sac design at Larsen Road and the site road. When/if Larsen Road extends to the south, the design alignment should consider which road has stop control.

Removeable bollards (two) should be placed at the east edge of Lots 8 / 21 to prevent vehicles from travelling between Cumberland Road and Larsen Road. The bollards can be removed to allow for emergency vehicles but eliminate short cutting between Cumberland Road and to the neighbourhood. The bollards will also allow for pedestrians and bicycles to utilize the corridor. The traffic added to Cumberland Road, due to the development, is low (one additional vehicle every 4.6 minutes) and not expected to create any traffic or safety issues.

Sincerely,

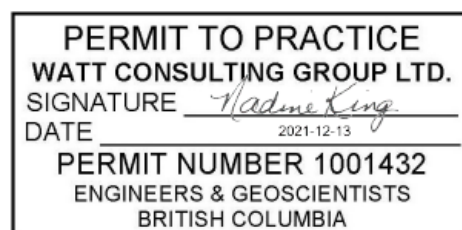
Watt Consulting Group



Caytlin Kopeck, EIT
Transportation Engineer-in-Training



Nadine King, P.Eng., PTOE
Senior Transportation Engineer



From: [REDACTED] & Robin Harrison [REDACTED]
Subject: Fw: Update on 1915 Cumberland Road
Date: March 31, 2021 at 8:38 AM
To: tomas@formstate.com
Cc: [REDACTED]

Hi Tomas and Tamara,

Thanks for providing an outline of the proposed development on your property. MPWS does not have any concerns about the proposal as described. In fact, the wildlife pond would be an excellent addition. We have full confidence in the expert guidance provided by Dusty in the design of the project.
I appreciate you contacting us to provide an opportunity to comment.

Sincerely,
Robin Harrison
President, MPWS