

THINK **Shawnigan**



Design Brief



Purpose and Acknowledgements

The purpose of this *Design Brief* is to inspire!

It provides the foundation for the *Shawnigan Lake Village Plan Design Charrette (also known as the Think Shawnigan Design Intensive)*. This *Design Brief* includes the agenda and details for the upcoming Design Charrette on October 17 to 19, 2019, outlines the important opportunities and challenges, provides detailed results of the previous public engagements, and presents detailed background information on the study area.

It is a “working” document that is meant to inform the Design Charrette. This *Design Brief* is a primer for interactive discussions, clarifications, and further information that will collectively help shape the final *Shawnigan Lake Village Plan*.

Please come and take part in the Design Charrette scheduled for October 17 to 19 at the Shawnigan Lake Community Centre. There are opportunities for your input on all three days. The detailed schedule is included on page 3 of this package.

This *Design Brief* is a collaborative effort between:

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Fraser Simpson Consulting Inc., Watt Consulting Group,
Key Planning Strategies, Romses Architects Inc.,
Calum Srigley Design Consultants (Placemaker) Ltd.,
R. Kim Perry Inc., Vancouver Island University

and the

Cowichan Valley Regional District (CVRD)

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CONTENTS

Purpose and Acknowledgements

1.0 INTRODUCTION

1.1	Design Brief Overview.....	1
1.2	Charrette Organization and Agenda.....	2
1.3	Charrette Objectives.....	4
1.4	Deliverables.....	4

2.0 DESIGN FRAMEWORK

2.1	Vision.....	5
2.2	Goals.....	5
2.3	Principles.....	5
2.4	4 C Strategy.....	6
2.5	Opportunities and Challenges.....	7
2.6	Potential Explorations.....	8
2.7	Concept Development Ideas.....	9

3.0 COMMUNITY ENGAGEMENT

3.1	Summary.....	14
3.2	Summer Events.....	16
3.3	Community Mapping.....	18
3.4	Design Visualization with Artists.....	20
3.5	Visual Preference Survey.....	22
3.6	Shawnigan Lake Village Health Assessment Survey.....	29

4.0 BACKGROUND ANALYSIS

4.1	Overview.....	36
4.2	History and First Nations Roots.....	36
4.3	Watershed and Environment.....	39
4.4	Population and Employment Projections.....	40
4.5	Business and Mix Review.....	41
4.6	Sanitary Sewer.....	46
4.7	Water Capacity.....	46
4.8	Transportation and Mobility.....	47
4.9	Official Community Plan and Zoning.....	64
4.10	Parks and Trails Master Plan.....	73
4.11	Affordable Housing Summer Engagement.....	76
4.12	Major Land Development (Sager Previous Concepts).....	76

1.0 INTRODUCTION

1.1 Design Brief Overview

Welcome to the Shawnigan Lake Village Design Charrette! We are looking forward to an exciting and engaging three days, taking an active part in shaping the future of this great community.

The word “Charrette” is used to describe an intense design and planning session involving a number of experts and community members to generate creative ideas for a complex problem. This Shawnigan Lake Village Design Charrette will last three days, involving a number of collaborative design and stakeholder input opportunities.

The purpose of the Charrette Design Brief is to:

1. **Explain the charrette structure:** Introduce the Charrette purpose, objectives, and detailed agenda
2. **Provide a summary of the community engagement so far:** Over 200 responses through a diagnostic survey, community mapping, visual preference survey, and design visualizations with artists.
3. **Provide design direction:** Provide goals, deliverables and background information to help direct the design and planning process over the three days.

We apologize in advance for any errors in accuracy or interpretation. This Design Brief is meant to be a “working document” and a resource for the event. Our hope is that the opinions expressed are fairly represented and provide fuel for the dialogue that should follow in the Charrette. Thank you in advance for participating in the upcoming Design Charrette!

On behalf of the CVRD and the Charrette Team,



Michael von Hausen, MLAUD, FCIP, CSLA, LEED AP
President, MVH Urban Planning & Design Inc.
Adjunct Professor VIU and SFU

1.2 Charrette Organization and Agenda

The Charrette Team

- Project leader, Planner, and Urban Designer – Michael von Hausen
- Project Manager, CVRD – Bev Suderman
- Senior Policy Planner - Jean Porteous
- Urban Designer/Illustrator – Cal Srigley
- Landscape Architect – Kim Perry
- Architect - Scott Romses
- Vancouver Island University, Master in Community Planning students
- Cowichan Valley Regional District (CVRD) Staff
- Think Shawnigan Advisory Committee



DESIGN CHARRETTE AGENDA	TIMING
Charrette preparation	Wednesday, October 16 MVH Design Team orientation late afternoon and evening
Thursday, October 17 Day 1: What we heard, vision, design program, and further idea generation	
	*9:00 am – Noon Key stakeholders' workshop: Vision, design program and further ideas
Friday, October 18 Day 2: Refinement of ideas and NOW implementation plan	*7:00 pm – 8:30 pm Community Ideas Fair: What we heard
	AM: Design work
	*1:00 pm – 4:00 pm Key stakeholder workshop: Now Plan/ and implementation
Saturday, October 19 Day 3: Preparation and presentation	*4:00pm – 6:00 pm Community drop in
	AM/PM: Design work *4:30 pm - 6:30 pm Public presentation and discussion

* all events will be held at the Shawnigan Lake Community Centre

1.3 Charrette Objectives

The objectives of the process include:

Clarify the issues and opportunities associated with the development of Shawnigan Lake Village in the short, medium, and long term;

Review and clarify stakeholder and tenant needs and objectives within the larger context and the Village itself;

Determine the potential improvements of the Highway and associated pedestrian, bicycle and parking strategies to increase safety and access;

Examine the collective development potential of the Village, adjoining lands and water for residential, commercial, institutional, recreational and other appropriate uses;

Determine the optimum uses for the various sites, and the associated requirements for transportation, mobility, and other servicing support for such development; and

Develop site planning and urban design directives for future development within a sustainable/green framework that balances economic, social, and ecological objectives.

1.4 Deliverables

The *PowerPoint Presentation* presented at the final public presentation of the Charrette can be added to Cowichan Valley Regional District (CVRD) website immediately following Charrette and will include:

- Summary of what we heard from the public and key stakeholders
- Vision, Principles, and Goals
- Land Use Plan
- Trails Plan
- Special street improvement plan (connection to waterfront)
- Large site concept plan (Sager Property)
- *Village Core Area Plan* that may include:
 - Streetscape improvements and Village Walk
 - Infill Building potential
 - Design Guide
 - Preliminary now, short and medium actions including pilot projects

2.0 DESIGN FRAMEWORK

2.1 Vision

Conserve the unique identity of Shawnigan Lake Village while improving the quality of life, safety, environment, and resilience for residents, businesses, and visitors.



2.2 Goals

- Improve safety, access, and unique businesses
- Protect character, integrity, and authenticity by not accepting mediocrity
- Celebrate village history and traditions
- Promote craftsmanship and environmental stewardship
- Engage residents, visitors and businesses in realizing the village plan

2.3 Principles

- Environmental stewardship
- Social integration
- Economic prosperity and resilience

2.4 4C Strategy

1. Conserve the environmental assets including the lake, watershed, significant trees, and architectural character
2. Connect the Village area by foot and bicycle safely
3. Concentrate improvements where the pedestrians and visitors are first
4. Complement the existing character, form and structure of the village



2.5 Opportunities and Challenges

The following is a preliminary list of opportunities and challenges to better understand some of the potential and limitations of Shawnigan.

Opportunity	Challenge
Village Streetscape Improvement <ul style="list-style-type: none"> Sidewalks, meeting places, and washrooms, public art Traffic calming in Village Garbage cans and bike rack 	<ul style="list-style-type: none"> Limited right of way for sidewalks Highway standards (Provincial jurisdiction) Safety at intersection and 50km speed limit Limited setbacks of buildings Cost, maintenance, and responsibility
Village Programming (for all) <ul style="list-style-type: none"> Outdoor theatre in Park Farmers Market/community gardens Special events/weekly events 	<ul style="list-style-type: none"> Little space in Village core Connection of park to Village Programs coordinator and participation Food trucks support and acceptance
Housing Choice and Diversity <ul style="list-style-type: none"> Variety of choices Location close to services Seniors 	<ul style="list-style-type: none"> No sanitary sewer and protection of lake water and watershed Affordability Types and tenures (rental and ownership)
Wayfinding and Welcome <ul style="list-style-type: none"> Warm welcome to visitors Clear signage and directions Unique identity and signature Interpretive signage: Village Walk 	<ul style="list-style-type: none"> Coordination and implementation Location and unique design Maintenance and responsibility Gateway designs on highway Primary and secondary signage/info
Public Waterfront and Activities <ul style="list-style-type: none"> Washrooms Boat launch relocation New docks/ non-motorized craft Beaches and lookouts 	<ul style="list-style-type: none"> Private property and Railway ownership Public access points and beach safety environmental concerns of water quality, vegetation impacts Climate change and flooding/lake rise/storm events
Village connection to Lakefront <ul style="list-style-type: none"> Visual connection and orientation Physical pathway connection down Shawnigan Mill Bay Road Possible dock and beach Access point to water and swimming 	<ul style="list-style-type: none"> Visual connection and tree removal/pruning Street improvements/ Slope, grade change, railway crossing Access to water and improvements at water's edge Environmental and neighbour concerns
Trails connections and completion <ul style="list-style-type: none"> Railway trail Connections to park and other parts of Village (short/longer trail loops) 	<ul style="list-style-type: none"> Railway ownership and safety Highway rural design standards and safety Connections through private property Topography and steep slopes
Village Use Mix and Innovative Business <ul style="list-style-type: none"> Existing business retention and support Local grocer and bakery Shared workspace 	<ul style="list-style-type: none"> Low vacancy and limited types of space and limited trade area Complementary uses to existing businesses Affordability and access to shared space
Building improvements <ul style="list-style-type: none"> Look and feel of the Village Signage and façade refresh 	<ul style="list-style-type: none"> No incentives Coordination and funding No detailed guidelines
Public parking <ul style="list-style-type: none"> Convenient and safe locations Clear signage/reasonable time limits 	<ul style="list-style-type: none"> Limited space and private parking only No clear public parking signage Non-welcoming "no parking" signage

2.6 Potential Explorations

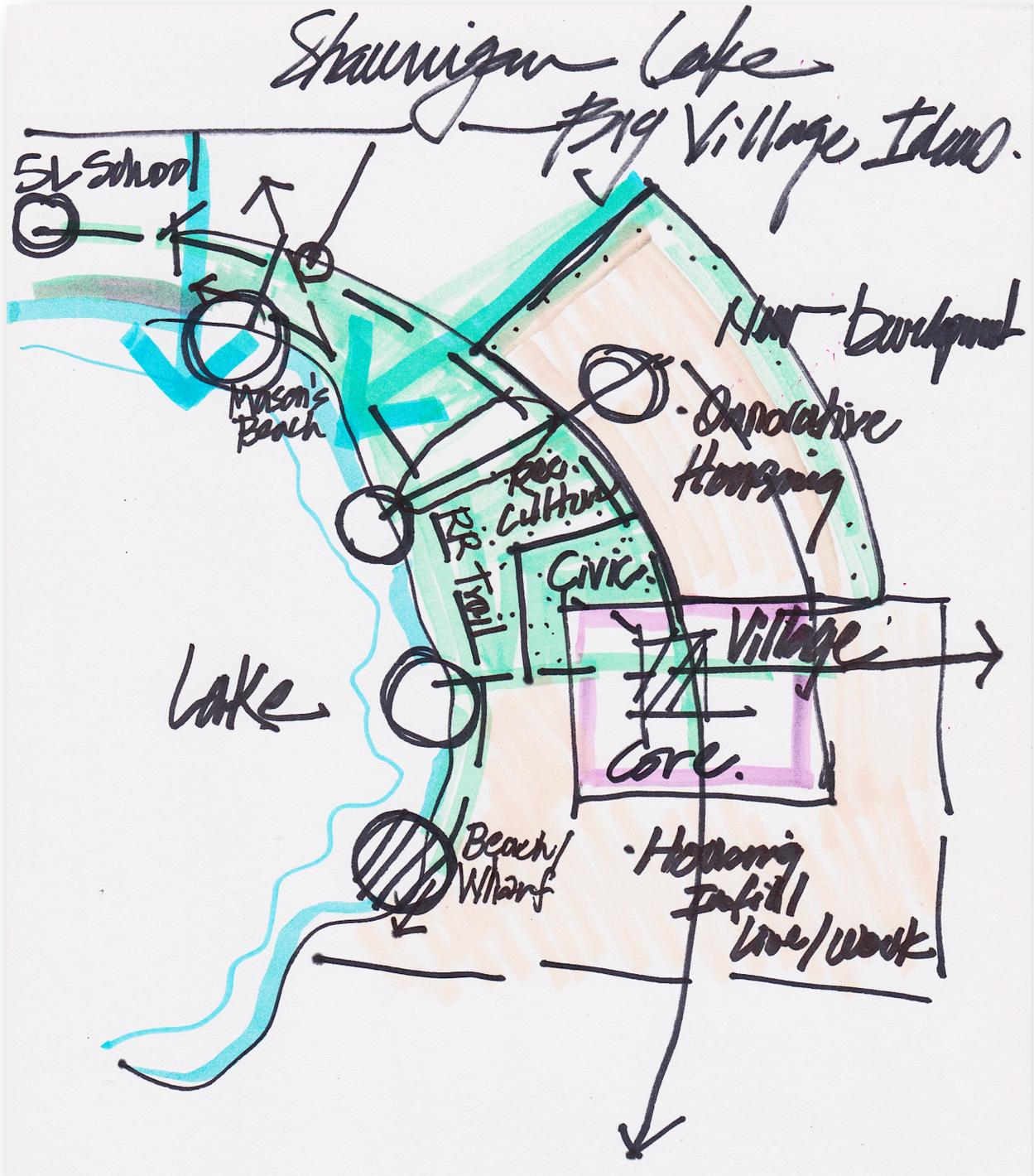
- Village transformation from Highway to calmed Main Street
- Places and destinations (waterfront docks and places)
- Wayfinding features or markers
- Street/pathway connector to waterfront from Village
- Village Walkway and Trail Network
- Unique design streetscape elements
- Unique design guide for authenticity and grit Including: signage, lighting, details, materials, form and massing, colour, murals and public art

2.7 Improvement Themes

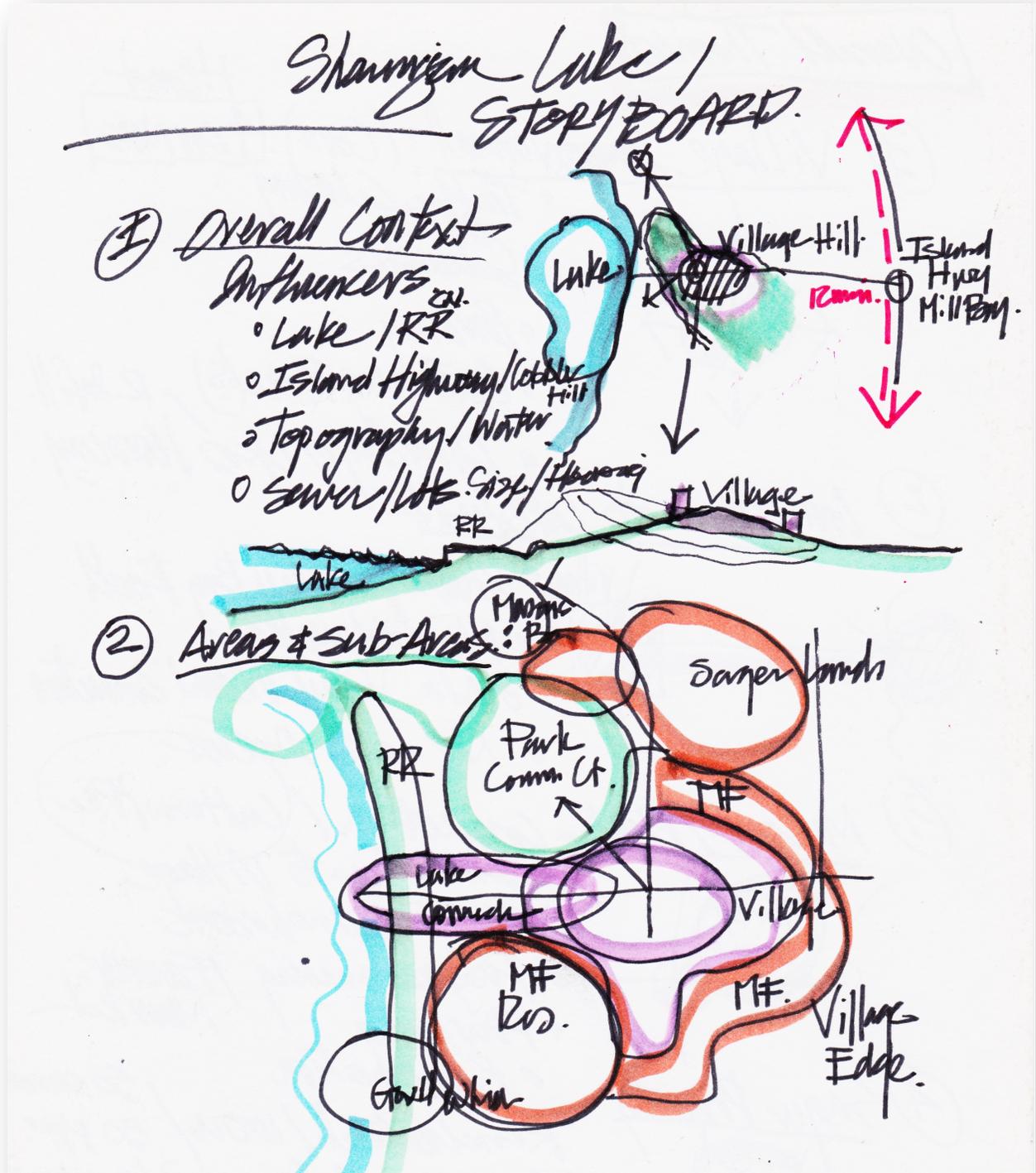
- **Safe Streetscape in Village and along Shawnigan Lake Road**
Invest in improved four corners, meeting place, parking, patios, and street sidewalks
- **Lakefront**
Improve public access, beach extensions, additional docks, waterfront trail
- **Sense of Place & Uniqueness**
Encourage those elements and aesthetics that make Shawnigan Lake Village distinct.
- **Connectivity & Mobility**
Improve and enhance connections between the village, water and residential areas
- **Housing Diversity & Choice**
Expand the types and tenures of housing in and around the village to permit rental and multiple-family units, smaller units (also on Sager site for redevelopment)
- **Cohesive Architectural Design**
Ensure consistent and complementary architectural and streetscape character throughout the village
- **Signage and Information**
Develop prominent and effective wayfinding: both directional and interpretive
- **Complementary Commercial**
Consider a local grocery, other retail, restaurant, bakery, and other business uses that create a more complete village and attraction for visitors

2.8 Concept Development Ideas and Analysis

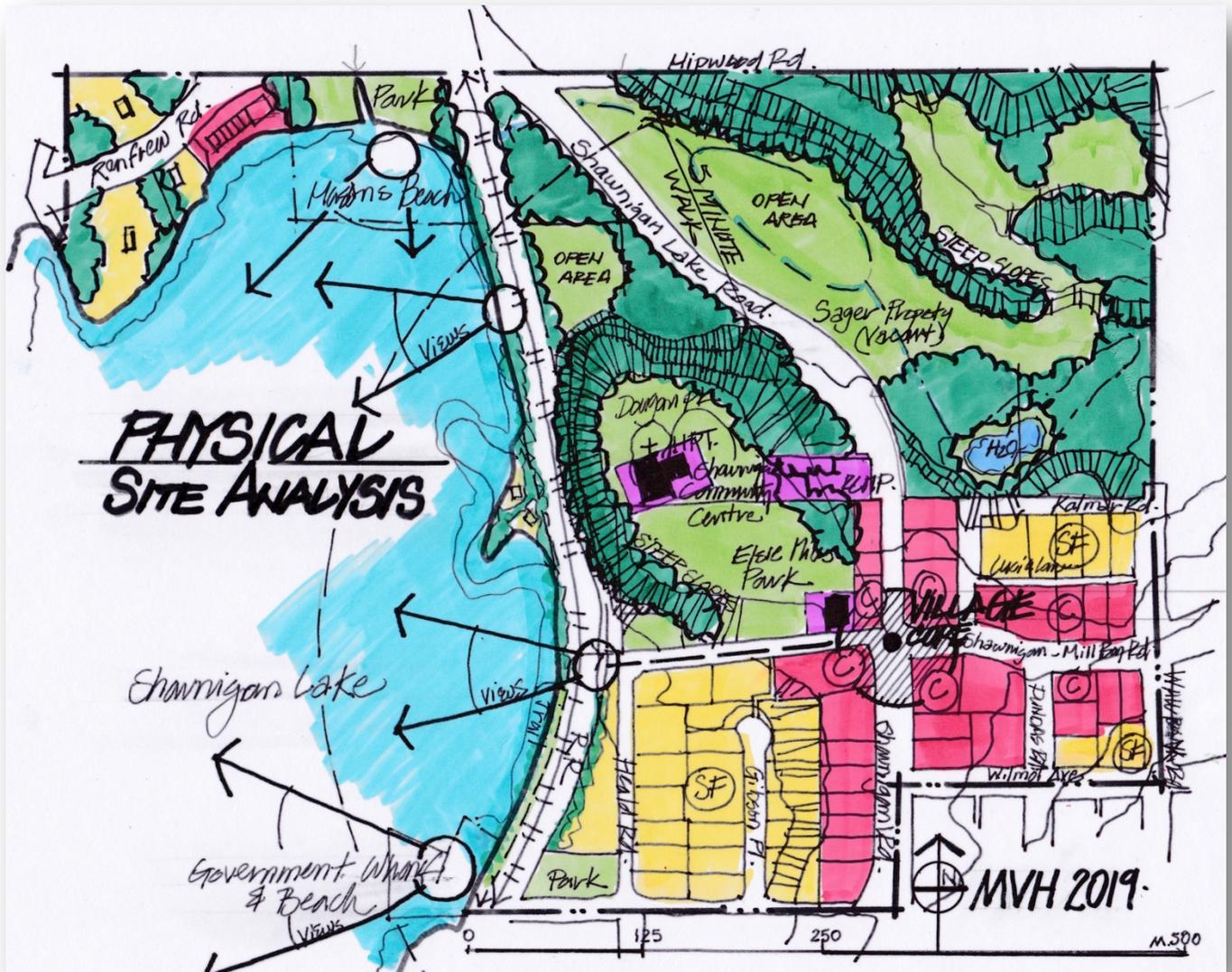
1. Concept Framework



2. Design Layers: Context, Land Use, and Connections



3. Design Layers: Nature form-makers (lake, watershed, topography, trees)



4. Emerging Themes

Overall Themes

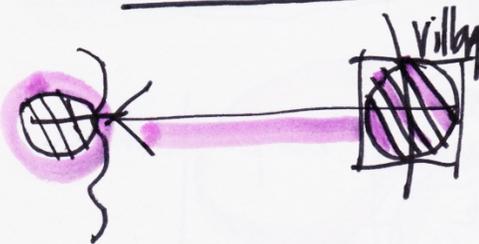
① Village Improvement: (Core)

Heart
4 corners



- Traffic Calming
- Sidewalks
- Parking
- Gathering Place(s), R Infill.
- Diversity of Uses / Enriching.

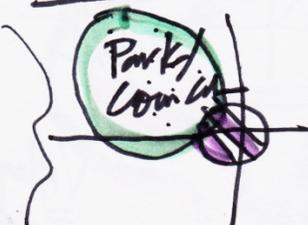
② Connection to Lakefront



- Shownign-Mill Bay Feeds.
- No Sidewalks
- No View Visual Connection
- No Lake Access

③ Museum / Park Connection

Cultural/Rec



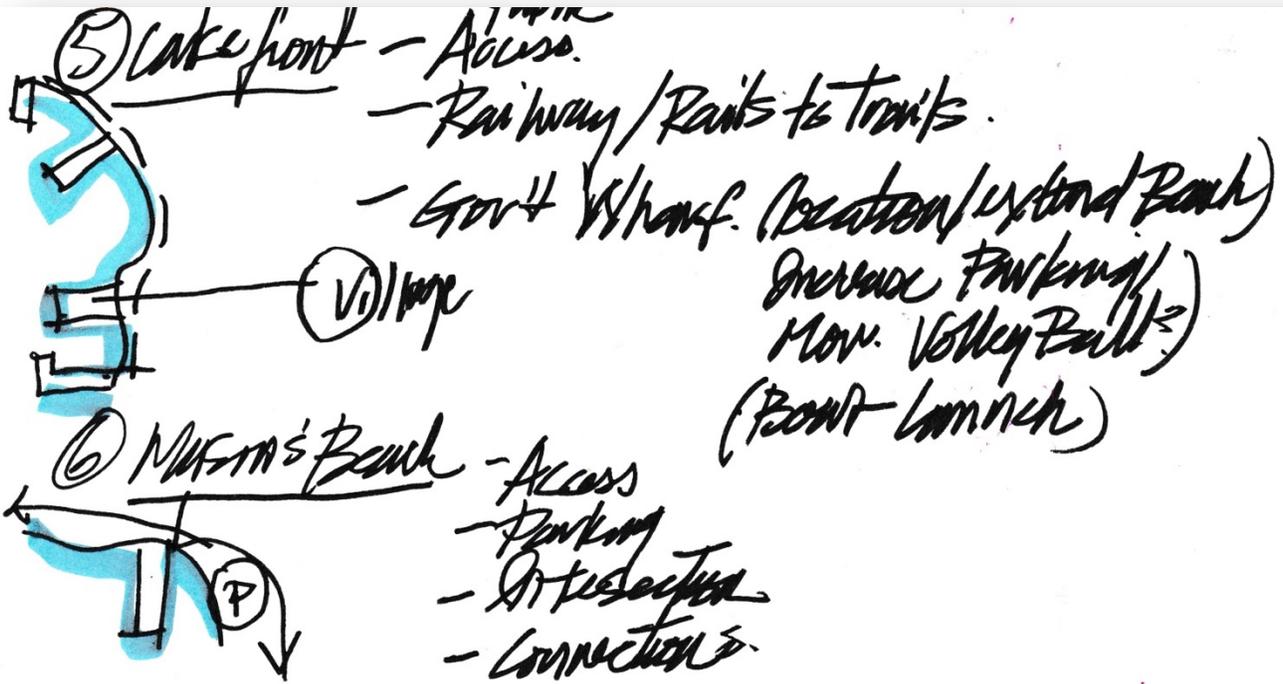
- Connection to Village
- Public Washrooms
- Programming / Farmers Market
- Parking
- Renovation

④ Sageer Property



- Residential / 100u / 50 MF. 50 stories
- Commercial Grocer? / Service?
- Connection to Water
- Enviro Conservation

5. Emerging Themes (continued) and Elements



Key Common Elements

AC
 Themes
 Approach

- ① Concentration/Enhancement/Housing
 Safety/Keep touristic character
 (Parking Pods) Character
Afford.
- ② Connection / Ped/Bikes Trails
 Access Water/ to and on water.
- ③ Complement - character/Scale
 Sensitivity
- ④ Conservation - Watershed (Water)
 - Heritage

3.0 COMMUNITY ENGAGEMENT

3.1 Summary

The planning process involved a variety of opportunities for community input. This interaction enriched the ideas and concepts leading to the prospect of an exciting future for the Village.

To jumpstart the process awareness and invite participation, a “Postcard” outlining the project and a more detailed Brochure, were developed by the Think Shawnigan Community Advisory Committee with the support of the CVRD. The materials and subsequent community engagement opportunities were as follows:

Postcard and Brochure: The postcards were dropped in every mailbox in Electoral Area B and copies were available at various businesses in Shawnigan Lake Village. On July 1 and August 13, the brochures were handed out at the Canada Day parade; at the Shawnigan Residents Association booth on Canada Day; and at the Shawnigan Lake Museum’s Heritage Fair. The brochures were further distributed through businesses and at the September 21, 2019 Community Gathering.

Community Mapping and Comments: These sessions were led by CVRD Staff at the July 1 Canada Day events, August 3 Heritage Day Celebration and at the September 21 Think Shawnigan Community Gathering. The purpose was to receive input about What community residents love and What they think could be improved in the Village (see sections 3.2 and 3.3 for details).

Design Visualization with Artists: In addition, the Think Shawnigan Community event on September 21 offered participants to sit down with an artist and express their program and design ideas in a graphic form (see section 3.4 for details)

Visual Preference Survey: Another opportunity enabled residents to express their preferred important strategic directions for the future of the Village. The participants placed dots on boards to communicate their top issues (see section 3.5 for details).

Shawnigan Lake Village Health Assessment Survey: Finally, a survey to assess the health of the village was available at both the September 21 event and online on the CVRD website from July to September. The average ranking was 51.3% which means the Village has some really great features but could do with some improvement in other areas (see section 3.6 for details).

The Consulting Team had a technical meeting on September 20 with CVRD Planning and Engineering staff, Ministry of Transportation staff, Shawnigan Village Waterworks staff and Environment Basin Society representatives. They also met informally with business owners in the Village to find out about their issues.

Respondents by the Numbers

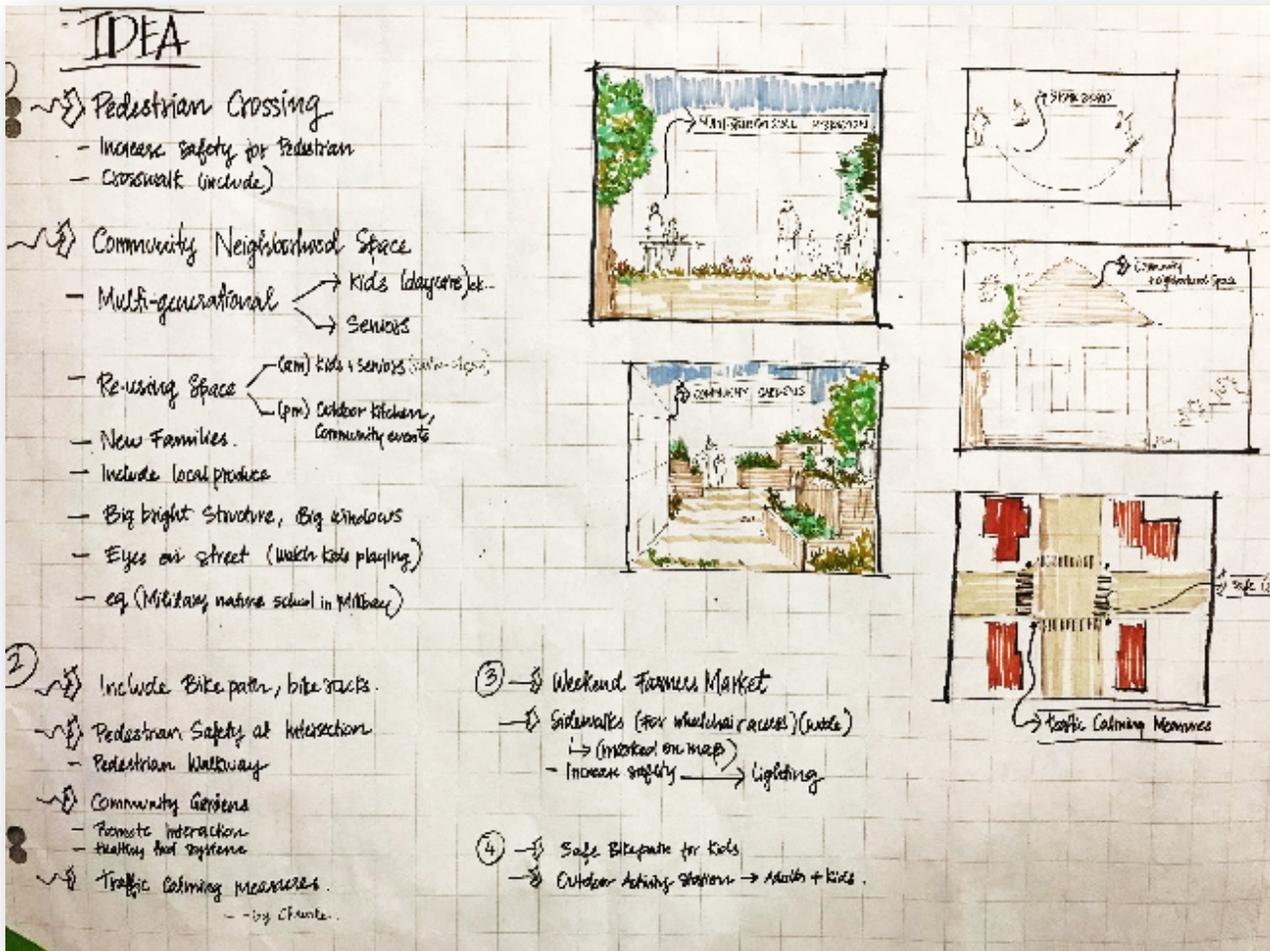
Community mapping - "What do you love about the Village of Shawnigan Lake and what could be improved?"
110 respondents

What strategic directions are most important for Shawnigan Lake Village?
60 respondents

Village Health Assessment Survey
40 respondents



TOTAL 210 RESPONDENTS



3.2 Summer Events

This feedback coincided with community events held on July 1 and August 11 enabled residents to give their ideas about: What they loved and What they would like changed. Results are in order of number of responses to the questions.

WHAT DO YOU LOVE ABOUT SHAWNIGAN LAKE VILLAGE?

PARKS AND TRAILS

- Beaches
- Government Dock
- Community Centre Facilities
- Trails

COMMERCIAL

- Local stores
- Speciality (bakery, coffee shop)

COMMUNITY AMBIENCE

- Feel – walkable, kid friendly, local museum and local paper
- Provision of safe, accessible sidewalks and storefront entrances

WHAT WOULD YOU LIKE TO CHANGE IN SHAWNIGAN LAKE VILLAGE?

MOBILITY

- More trails for walking cycling and all ages
- More parking
- Improve dangerous roads to make safer for vehicles, pedestrians, cyclists and others

COMMERCIAL FACILITIES

- More variety (grocery store, restaurant, microbrewery)
- Farmer's market
- Boat rental

COMMUNITY APPEARANCE

- Remove dilapidated house, generally remove garbage and clean-up i.e. parking lot opposite Community Centre, graffiti, beaches

HOUSING

- More variety i.e. mixed use, multi-family, Senior's Centre & housing
- New development in keeping with Village character

ENVIRONMENTAL

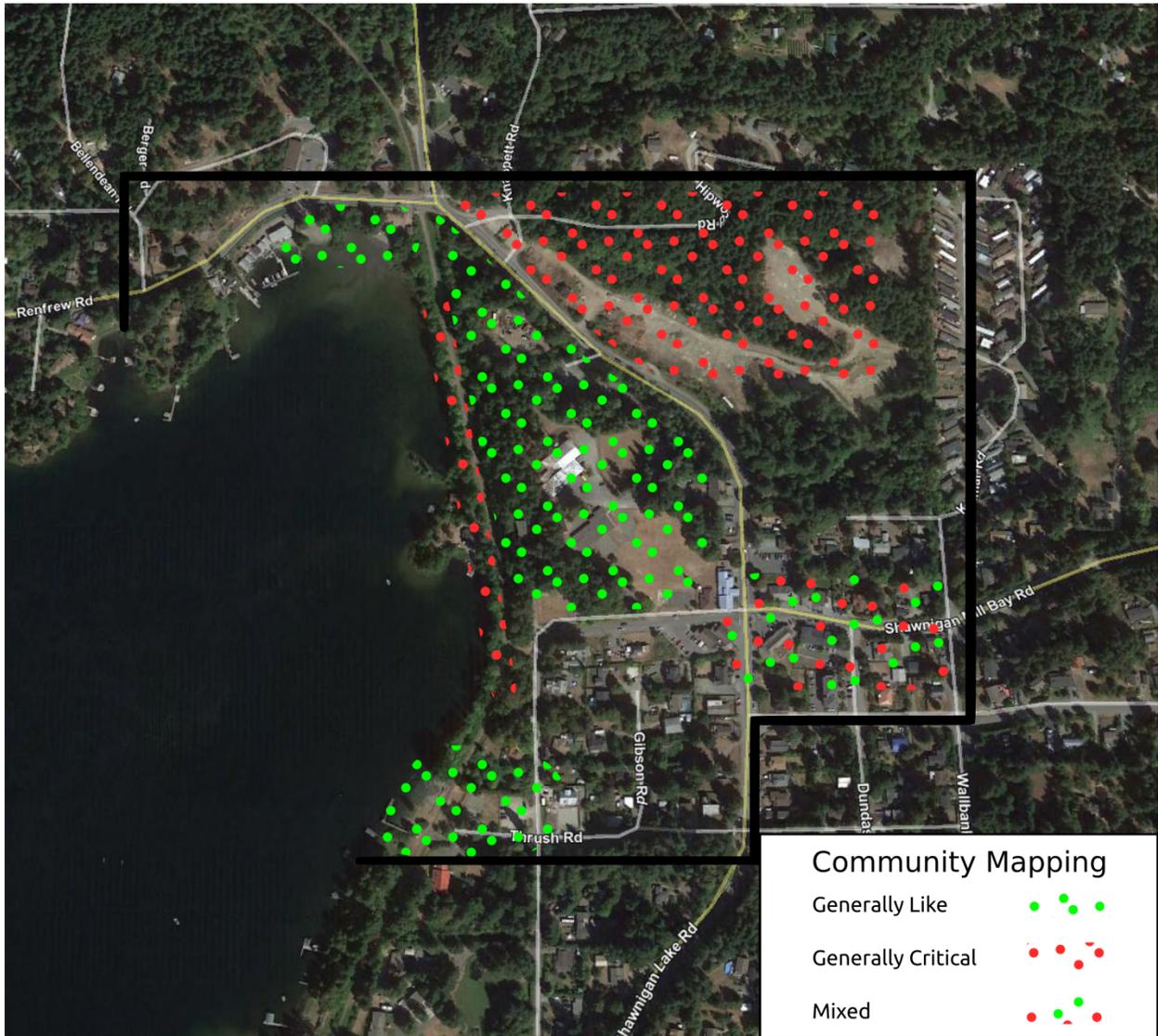
- Improve lake water quality, dump, stream

PARKS

- Dog park facilities, more public access to waterfront, more recreational facilities i.e. waterpark, public mooring dock, pier, community square

3.3 Community Mapping

The following graphic presents a generalized summary of the responses to the Community Mapping sessions on September 21 about What do you like? and What needs improvement? Participants also had numerous comments that were included in each of the categories.



Comments regarding What I Like about Shawnigan Lake Village

Parks and trails (48 comments)

Beaches/lake (shallow, easy to swim/hangout/kid-friendly, amenities such as docks, volleyball, landscape. Waterfront access

Community Centre Recreational Facilities including programming, gazebo, park and parking

Trail system, including rail trail

Commercial (23 comments)

Local Shopping (neat stores) (10) such as Bakery (1), Coffee shop (8), Aiken & Fraser (1), sushi (1), pizza (1), community newspaper, the Focus (1)

Community (19 comments)

Feel (kid friendly, walkable and accessible, museum, sense of place with lots of potential) (19)

Comments regarding What I want in Shawnigan Lake Village

Mobility (104 comments)

More accessibility + walkability i.e. SAFE trails+ sidewalks +design for all ages, including better connectivity, more off-street cycling, bike lanes, bike racks, cycling lane by lake

Improve Dangerous roads including intersections and volumes i.e. crosswalks, traffic calming (traffic circles), Mason's Beach access, boat launch, streetlighting and lighting on crosswalks, and provide more parking

Commercial (51 comments)

More variety including Farmer's and other markets, restaurants, mixed use, grocery store boats (non-motorized for rent), Microbrewery / wine shop, Flexible commercial spaces Antique, small office doctor, medium sized commercial

Parks (49 comments)

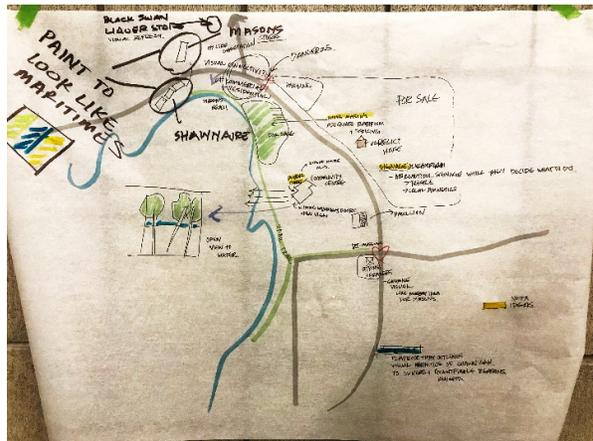
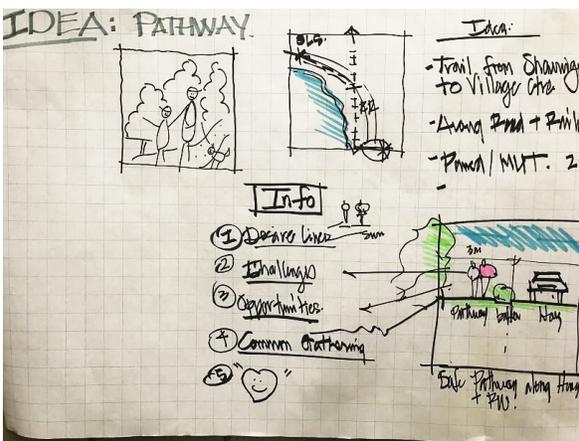
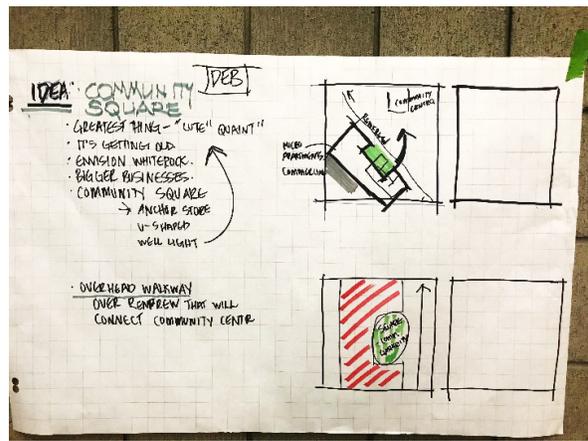
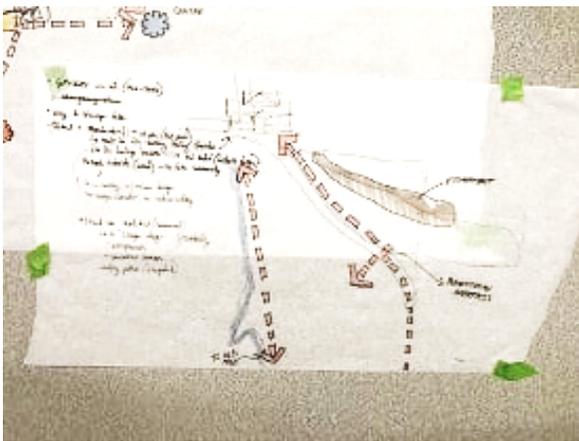
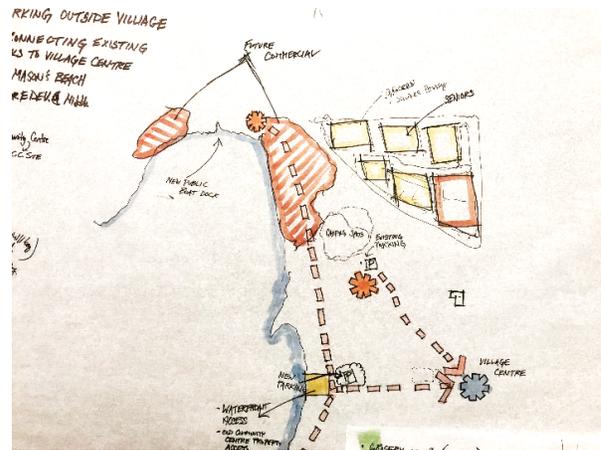
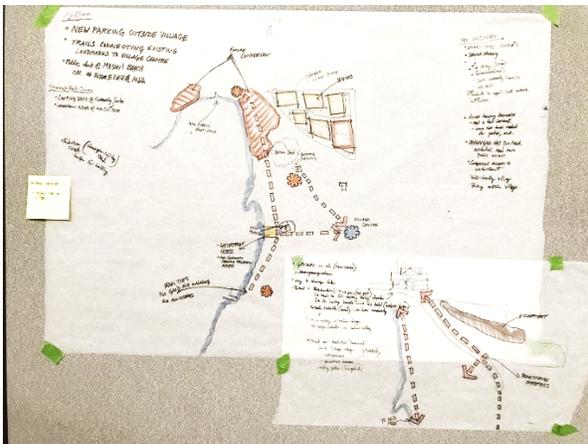
Expand water access, provide specialized facilities i.e. dog park, waterpark, skatepark, community gardens, slide, zipline, pool, boardwalk/pier, indoor performance, indoor sites for children, community square, more seating, ensure safety and enforcement on trails + facilities including docks and, accessibility to facilities for community events

Housing + Redevelopment (23 comments)

Redevelop old dump site with a variety of modern housing in keeping with Village Character; to include type, affordable, different ages

Community Appearance (10 comments)

Old dump, graffiti and garbage



3.5 Visual Preference Survey

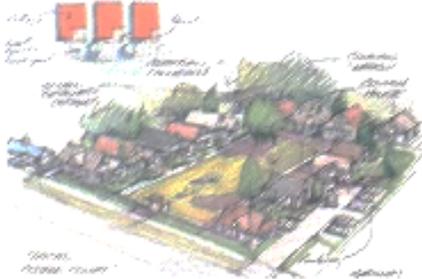
In this section, the completed boards about the emerging strategic directions for the Village core area were tested with the community. The themes and major comments are presented in order of number of dots / stars plus comments.

Think Shawnigan Village Themes I CVRD

Village Themes are strategic directions that are most important to the future of Shawnigan Lake. They are the key elements to emphasize in planning/design and investment.

Review the themes below and vote on your top two (2) preferred themes per board. Add a check mark or sticky dot. **Support it**

REDEVELOPMENT & INFILL OPPORTUNITIES
Explore potential for positive new "infill" development in the village.



"SENSE OF PLACE" & UNIQUENESS
Encourage those recognizable elements and aesthetics that make Shawnigan Lake distinct.



ALL AGES & ABILITIES
Develop amenities welcoming of all ages and abilities, such as playground and accessible pathways.



SIGNAGE & INFORMATION
Develop prominent and effective wayfinding (directional) and interpretive (informational/educational) signage in the village.



Handwritten note on a sticky dot: "This is a great idea for a signpost that would be helpful for people who are not familiar with the area. It would be a great addition to the village." (Note: The text is partially obscured and difficult to read.)

Think *Shawnigan* Village Themes II



Village Theme Lake. They are selections that are most important to the future of Shawnigan Lake. They are to emphasize in planning/design and investment.

Review the theme
Add a check mark

in your top two (2) preferred themes per board.



Handwritten notes on a sticky note:
1. Lake
2. Lake
3. Trails
4. Trails

CONNECTIVITY & MOBILITY

Improve and enhance walking/cycling connections between the village, water, and residential areas



COMPLEMENTARY COMMERCIAL

Opportunities for diversity / alternatives in co-working, economic nomadism, eco-tourism



NATURE & GREEN INFRASTRUCTURE

Bring nature into the built environment with landscaping, rain gardens, planters, etc



PUBLIC SPACES AND LANDSCAPING

Invest in improved and more public spaces with high quality seating, landscaping, public art, etc.



Think *Shawnigan* Village Themes III



Village Themes are strategic directions that are most important to the future of Shawnigan Lake. They are the key elements to emphasize in planning/design and investment.

Review the themes & Add a check mark or



top two (2) preferred themes per board.



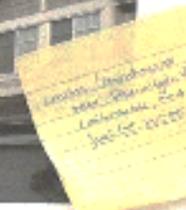
PUBLIC ART

Facilitate and integrate public art throughout the built environment



HOUSING DIVERSITY & CHOICE

Develop different dwelling sizes, housing types, ownership



COMMUNITY APPEARANCE

Supporting pride of place including removal of garbage, graffiti, and other unsightly aspects



PEDESTRIAN SAFETY & COMFORT

Prioritize sidewalks, trails, and other pedestrian amenities for safety and comfort

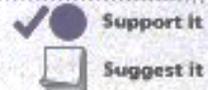


Think *Shawnigan* Village Themes IV



Village Themes are strategic directions that are most important to the future of Shawnigan Lake. They are the key elements to emphasize in planning/design and investment.

Review the themes below and vote on your top two (2) preferred themes per board. Add a check mark or sticky dot. Write any other ideas on a sticky note and add them in the space below.



COMMUNITY EVENTS / ACTIVITIES

Create opportunities for more public gatherings – festivals, concerts, celebrations, etc.

MOBILE VENDORS / TEMPORARY COMMERCIAL

Support commercial uses and services that are impermanent such as food trucks, buskers, farmers' markets, craft markets, artists, and pop up vendors.

The board features several handwritten sticky notes and photos. One note says "to celebrate Shawnigan...". Another says "Support commercial uses and services that are impermanent...". A photo shows an outdoor market with people and stalls. Another photo shows a public gathering with a stage and audience. A note at the bottom says "Share other ideas here!".

- 1. Community Appearance (43 respondents)**
Support pride of place including removal of garbage, graffiti and other unsightly aspects
Comments:
Garbage removal along the lake shore needs improvements
- 2. Pedestrian Safety + Comforts (37 Respondents)**
Prioritize sidewalks, trails and other pedestrian amenities for safety+ comfort
Comments:
More walkable pathways, bikeways, calm cars/trucks (2 others agree)
- 3. Connectivity & Mobility (36 respondents)**
Improve & enhance walking cycling connections between village, water and residential areas
Comments:
And bike path for safety
Crosswalk lighting, sidewalks on Renfrew to Mason's and the Village
No trail to Old Mill Park – not needed. Lakefront properties are not happy with this.
- 4. Housing Diversity (36 respondents)**
Develop different dwelling sizes, housing types and ownership
Comments:
Condos/townhouses near Shawnigan Village – affordable and not just for seniors
Small/close to services to avoid using a car - walkable
- 5. Redevelopment & Infill (35 respondents)**
Explore potential for positive new “infill” development
Comments:
Hold on development for now to reassess until we have the infrastructure ie sewage, waste management, water Note this would motivate progression of services (4 others agree)
- 6. Mobile Vendors (34 respondents)**
Support commercial uses and services that are impermanent such as food trucks, buskers, farmers markets, craft markets, artists and pop up vendors
- 7. Nature & Green Infrastructure (34 respondents)**
Bring nature into the built environment with landscaping, raingardens, planters

- 8. Sense of Place** (33 respondents)
Encourage those recognizable elements and aesthetics that make Shawnigan Lake distinct
- 9. Cohesive Design** (30 respondents)
Consistent and complementary architectural and streetscape character throughout the village
Comments:
Modern/consistent architectural streetscape in village
- 10. Community Events / Activities** (27 respondents)
Opportunities for more public gatherings – festivals, concerts, celebrations etc.
Comments:
Events in the pavilion
Picnic in the Park with food from vendors in the village, music (open mic) from local talent)
More musical events i.e. Music in the park
Farmer's markets which include artists, produce but not too much commercialization
- 11. All Ages & Abilities** (26 respondents)
Develop amenities welcoming all ages and abilities such as playground and accessible pathways
Comments:
Teen hangout with games, board + physical activities, garden etc.
Seniors lunch program (3 others agree)
Food in community center or coffee (1 other agrees)
Family movie night
Teen movie night (1 other agree)
- 12. Public Space** (25 respondents)
Invest in improved and more public spaces with high quality eating, landscaping, public art etc.
- 13. Public Art** (19 respondents)
Facilitate and integrate public art throughout
Comments:
A place to show local visual art from citizens
- 14. Complementary Commercial** (13 respondents)
Opportunities for diversity / alternatives i.e. co-working, economic nomadism (WEWORK), ecotourism

15. Signage & Information (9 respondents)

Develop prominent and effective wayfinding (directional) and interpretive (information/education signage in the village)

Comments: More signage probably necessary but must be kept up to date. Example is park opposite fire hall which has a big map on display with many businesses that are long gone still listed

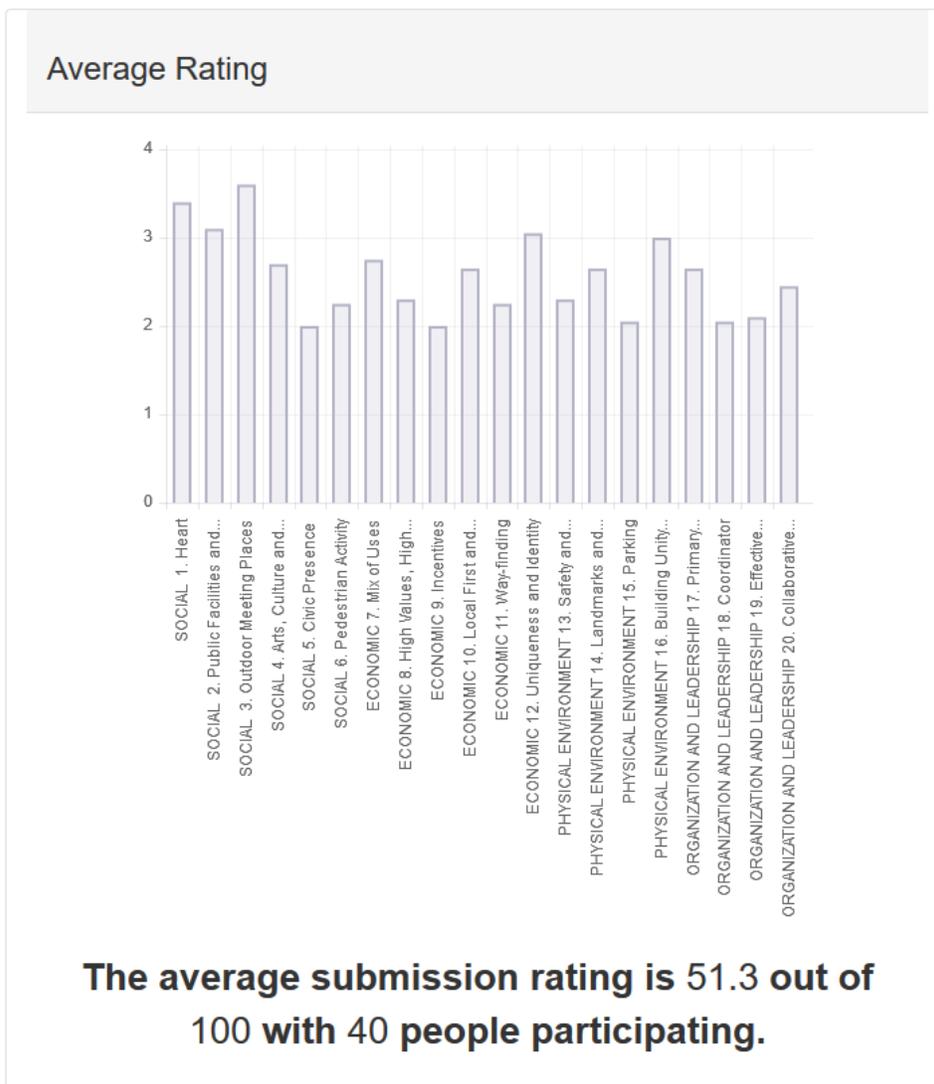
General Comments

- A quote from a recent first-time visitor - "is this a growing community or a dying one? I can't tell" If we make this a vibrant space, well signed, accessible – then tourism will thrive, and our community will be the ultimate beneficiary
- A village needs to be 'playful' with a mixture of seniors and children Playful water features.
- Design "guidelines" allowing for happenstance, Village square or Commons, Places of worship, Variety of shops & discouraging 'chains', Limiting hard surfaces and curbs,
- Meetings Places, Amphitheater, Playground at Centre – not hidden away, hooded lighting & not back lit signs, Seating for observing village life,
- Pedestrian connectivity, Density confined to village, 'art can be architecture, landscaping, sculpture, carvings
- Incorporation for implementation of services such as sewer and water (19 others agree)
- Affordable commercial space
- People are coming anyway. Make it spectacular now. Imagine how many are going to be looking for a place to go in 20 years, 40 years. THINK BIG
- Get rid of illegal docks and signs that say private when it's not
- Specialty greengrocer type of store (3 others agree)
- Thin trees that act as a visual barrier from the village's public places ie Community Centre, Pavilion, access to public beach
- Make the beach a destination – remove as much bush and shrubs as possible, bring in sand if needed, make it spectacular.
- Business will follow, build it and they will come
- Mason's to government park. Pure W. Shawnigan (1 other agree)
- Open up some of the fire access spots around the lake for locals (1 other agree)

3.6 Shawnigan Lake Village Health Assessment Survey

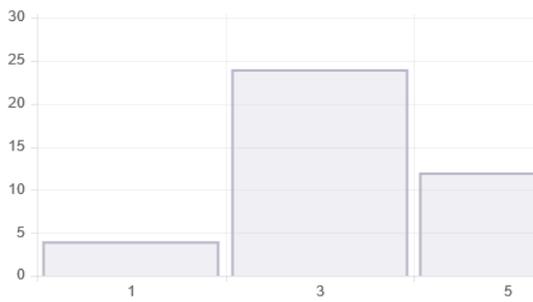
MVH Urban Planning & Design have assembled twenty primary health indicators, benchmarks and measurement to begin to understand the exact profile of Shawnigan Lake Village downtown, as it compares to very healthy and other downtowns. These twenty indicators are divided into four categories: social, economic, physical and organization. The results of this process should help to build a better sense of downtown community, use capital resources more effectively and create a more exciting and prosperous downtown.

The measurements range from one to five, with 5 representing a super downtown.

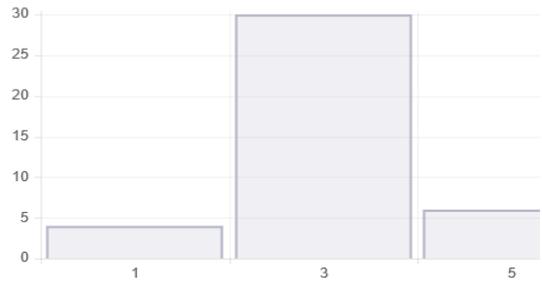


RESULTS BY QUESTION

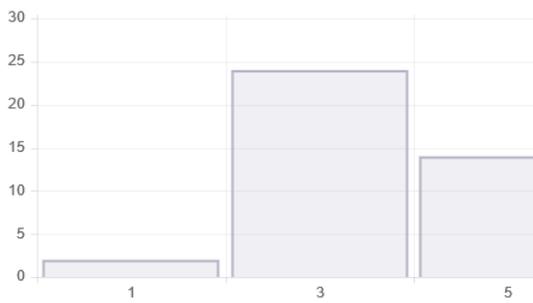
SOCIAL 1. Heart



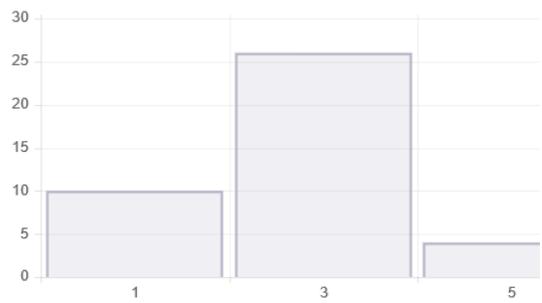
SOCIAL 2. Public Facilities and Institutional Indoor Meeting Places



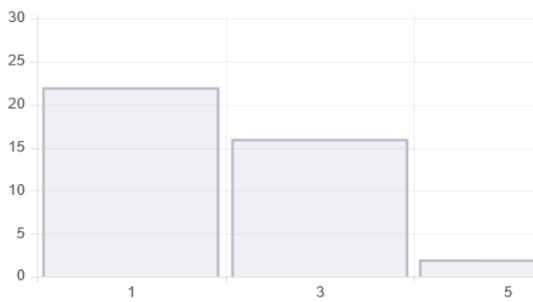
SOCIAL 3. Outdoor Meeting Places



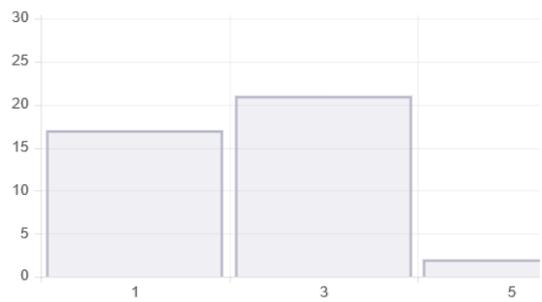
SOCIAL 4. Arts, Culture and Activity Programming



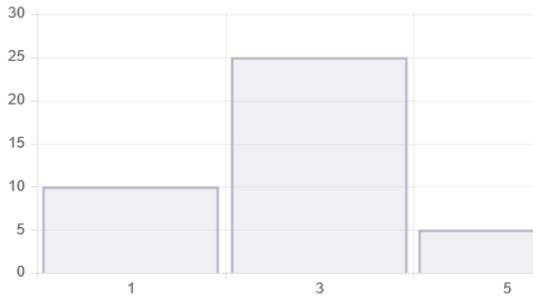
SOCIAL 5. Civic Presence



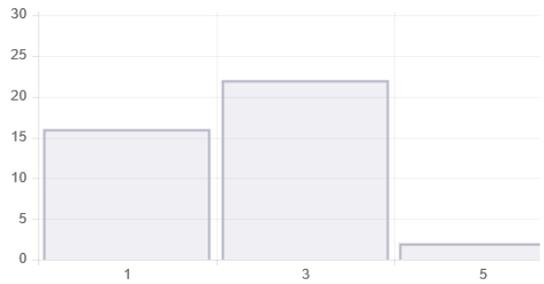
SOCIAL 6. Pedestrian Activity



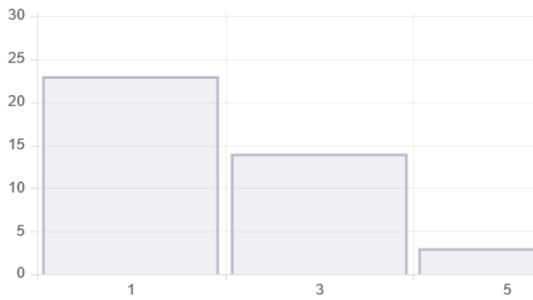
ECONOMIC 7. Mix of Uses



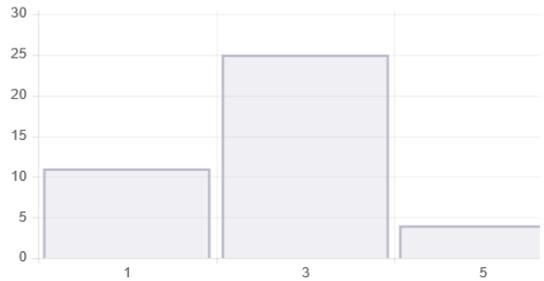
ECONOMIC 8. High Values, High Sales per Square Foot, Low Vacancy, and Extended Hours



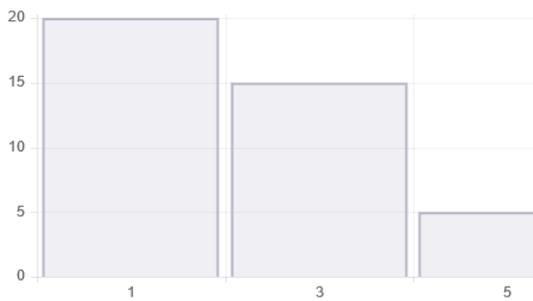
ECONOMIC 9. Incentives



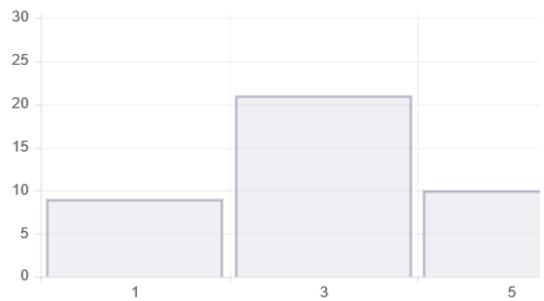
ECONOMIC 10. Local First and Tourist Second - Primal Attractors



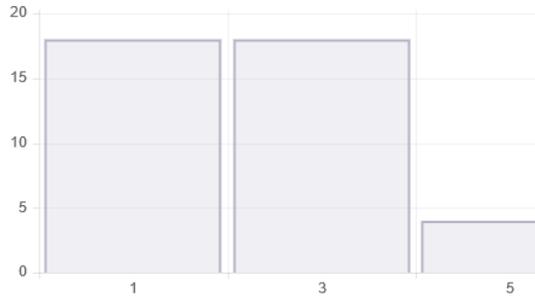
ECONOMIC 11. Way-finding



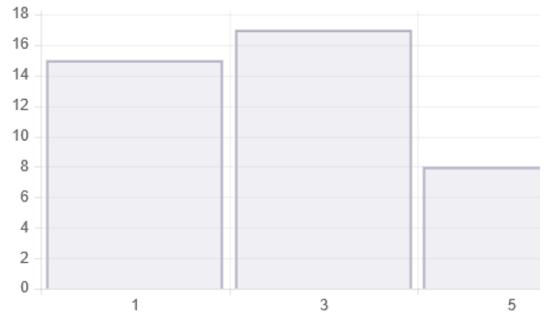
ECONOMIC 12. Uniqueness and Identity



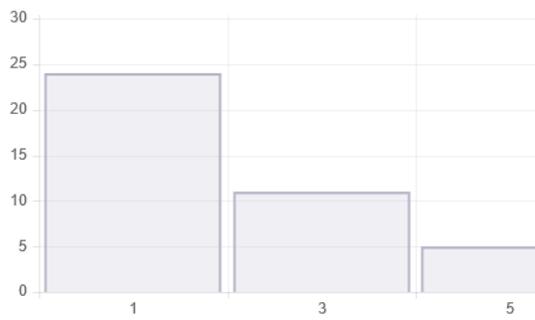
PHYSICAL ENVIRONMENT 13. Safety and Accessib for Pedestrians First



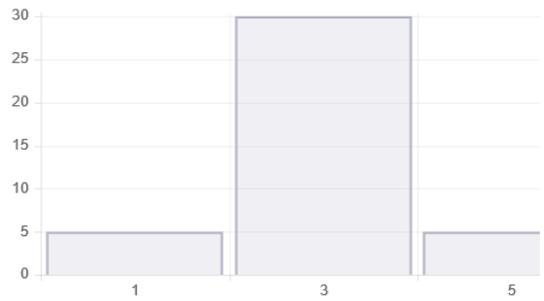
PHYSICAL ENVIRONMENT 14. Landmarks and Entr



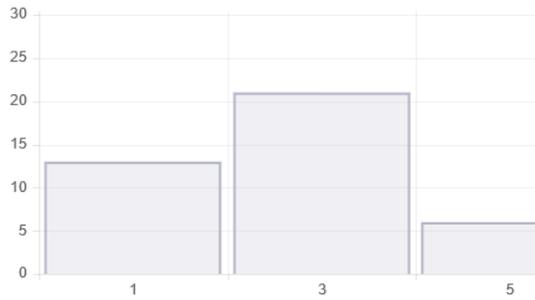
PHYSICAL ENVIRONMENT 15. Parking



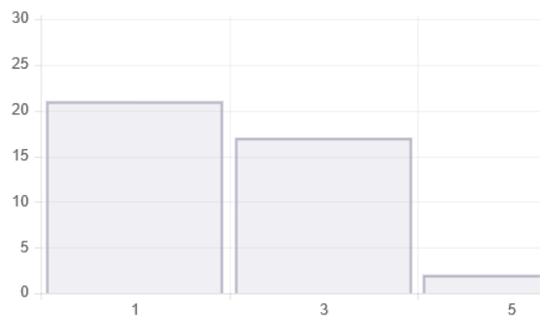
PHYSICAL ENVIRONMENT 16. Building Unity and Continuous Elements



ORGANIZATION AND LEADERSHIP 17. Primary Leadership Organization



ORGANIZATION AND LEADERSHIP 18. Coordinator





Comments by Survey Respondents

- Very proud of our service clubs and local schools for all that they contribute to the community. Also, super proud of our little Museum and adjoining businesses for all of the curb appeal improvements they have intentionally done to a high standard!
- We need a grocery store desperately. It would be so nice to have a brewpub that is more family-friendly and a community gathering space (our current pub is not really family-friendly and is a bit tucked away from the downtown's social centre). Perhaps above all, we really need to work on pedestrian infrastructure (sidewalks and trails) so that people can walk around our village with increased comfort and safety (we are particularly concerned about this for our children, of which there are many in our community).
- Shawnigan Lake has the potential to be a very vibrant and attractive lakeside community, close to the hub of Victoria. My primary concern is pedestrian accessibility; we lack safe sidewalks or cycling lanes, particularly for residents from the Beach Estates area of the community to access the village centre by foot or bicycle. The current road along Renfrew is not safe for pedestrians, and while there are some alternative ways to walk off Renfrew (such as behind Mason's), these ways don't seem official or appealing and would not be accessible to a wheelchair user or someone with a stroller. It's clear that expansion is happening in the area and people are moving in; consequently, a logical step in community building would be a larger grocery store close to the village. We have some great local businesses; Shawnigan seems on the verge of becoming a really interesting, vibrant, accessible and special community, should we be able to take the next steps and expand, create safe pedestrian access, build a grocery store, increase trail access, and increase the number of local amenities.
- We are a bit of a dormitory community sentenced to using our cars for everything despite having an unused railway passing right through. Our

public transit options are very limited at present and a lot of our resident's work 40km away in Victoria. We are an environmental nightmare, but don't see any change coming, apart from this survey.

- This survey assumes the need for a large suburban centre whereas Shawnigan Lake is a quaint, old fashioned village so the questions or slant do not apply necessarily. Personally, I don't want a large grocery store or amenities that would ruin the two-street charm of the village but would like to connect pathways and more link to the Lake.
- We need to make it safer for pedestrians, with proper sidewalks and good accessibility for wheelchairs and more parking. It should be more bicycle friendly.
- Add more public transportation to downtown.
- I like the town.
- Plant more trees, more affordable spaces for businesses and housing. Entertainment, arts and culture. night life. restaurants etc.
- The question I have is "What do the people need?" BC is slowly entering a modern leap from the traditional artsy culture to a more modern one. By modernizing our village, we as a community can gain interest from tourists around the globe with our environment's distinct natural beauty. I as a fellow community member believe that modernization of the village is crucial for the community's sustainability.
- My question would be, what are the possibilities of incorporation and self-representation of the Shawnigan lake community. Would this give us more control over the CVRD, thus giving us a chance to stop the ineffective government bodies not taking action on situations like poisoning our water supply.
- I am new to the area and would like to see safer downtown core with defined sidewalks and a designated parking area for parking, so the cars are not blocking walking areas and access to local shops and businesses and some beautification of our downtown core. I would like to see a better variety of nice places to eat not just fast food. I would rather spend my money on local variety rather than leaving my own community. It would be nice to see organized events in the evening for the young folks to attend to stop mischief as in vandalism and such. All in I love this community. But would like to see more support and road infrastructure to support walkers and biker safety!
- We need a town centre change the crappy 4 way stop sidewalks and trail to beach make people want to come.

- An entire vision needs to be created (which I see is being done), reviewed and implemented for the future of Shawnigan Lake. We have 10,000 citizens and an influx of over 20,000+ people in the summer - like a resort municipality. We can be much bigger and better with the proper planning. Infrastructure of sewers, gas lines, and CVRD owning the water systems should be foremost, then the development can happen. Developers can pay for the sidewalks, road improvements, and water upgrades as it happens.
- Would love to see a community food garden and public kayak/paddle board rentals made available in the village.
- The new trail caused the demise of our train station shelter and a significant loss of trees and foreshore vegetation, so benches & replanting are in order.

4.0 BACKGROUND ANALYSIS

4.1 Overview

Shawnigan Lake Village is part of Electoral Area B of the Cowichan Valley Regional District. It is an historic village - settled in the late 1880's but the history of the Lake and the regional go back thousands of years to the indigenous people's who settled in the area.

The defining characteristic of Shawnigan Village is the lake - it draws people to the Village and makes them want to live there. Its name derives from the First Nations for the lake that it sits on. Residents place a high priority on protecting Shawnigan Lake and its watershed from potential development impacts. As its second largest lake, it is a jewel of the CVRD, and it contributes to the social and economic well-being of all CVRD residents. All of the goals, objectives and policies within the OCP are consistent with the need to protect the Shawnigan Lake watershed. Residents also expressed the desire to allow for more residents to gain benefit from the lake.

One of the main industries is tourism - its population typically doubles during the summer, as the lake and village are summer vacation spots for residents of Victoria, many who commute between the city and Shawnigan Lake.

4.2 History and First Nation Roots

“The first people to use the Shawnigan Lake area were the Coast Salish nations of Cowichan, Tsawout, Tsartlip, Pauquachin, Malahat and others, who generally visited the Shawnigan Lake area for camping, fishing and gathering. Lands within the Village area are within the traditional territory of the First Nation bands that originally inhabited this area. A few European settlers arrived by the 1860's, when a trail was built from Goldstream over the hills to Shawnigan Lake (roughly in the location of Sooke Lake Road), but it wasn't until after 1886, when the E&N Railway was completed, that a cluster of homes were built.

During the late 1880's Shawnigan Lake became known by Victoria residents as a fashionable weekend get-away spot, with the railway providing access. The first hotel at Shawnigan (Morton House) was built in 1885, a year before the E & N rail line was completed. The first two excursion trains to Shawnigan Lake were run on Good Friday, 1887, with 200 passengers on both trains. Visitors far outnumbered residents, especially in summer and on weekends, when large numbers would arrive by train to enjoy the many festivities that marked the small settlement. Visitors camped or stayed in the hotels that were established for that purpose.”

- Excerpt from *CVRD South Cowichan OCP Bylaw 3510: Schedule A, Appendix B - Shawnigan Village Plan (2014)*, page 3

The Village has a long history as part of a rich resource past, first on the Lake and rivers feeding into the lake with the First Nations. The lake is sacred to the Cowichan peoples. The indigenous people's historical imprint is evidenced on the Provincial of British Columbia *Archaeological Sites* map that follows.

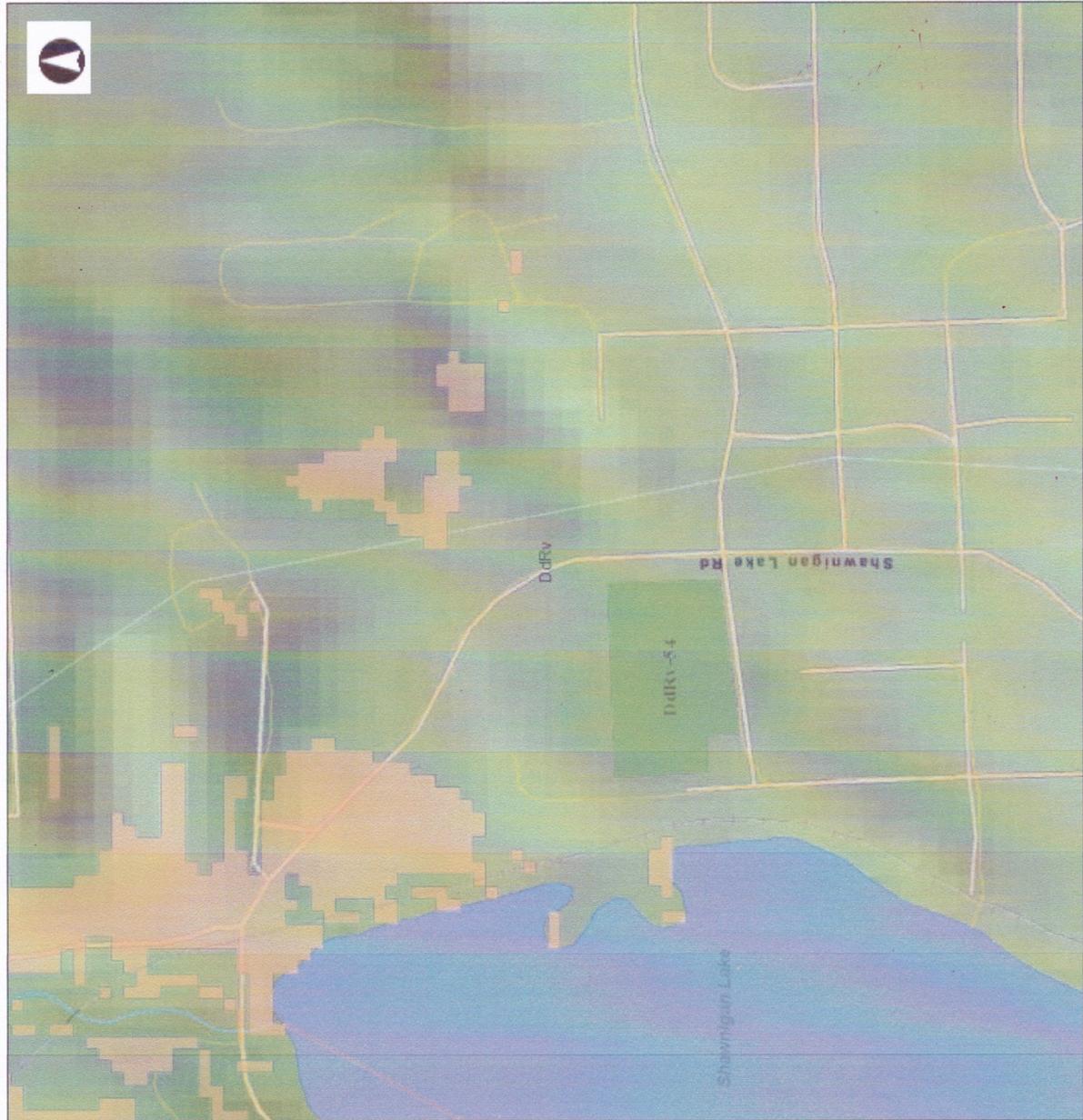
With the railway and lumber industry coming to Shawnigan Lake, the small community blossomed with a waterfront hotel, a community centre, and housing that came with the expansion of jobs associated with resort development and industry. A flood in 1935 resulted in the Village being moved up on the hill.

The charming smallness of Shawnigan and its lake orientation continued in a somewhat timeless way as we experience today. It is that sense of small scale and cottage type architecture that are aspects that still draw prospective residents, businesses, and visitors to Shawnigan Lake. Although the only building on the Heritage Register is the Shawnigan Lake Museum building built in the 1950's, there are other older buildings.

As heard from the community, there should be greater recognition for Shawnigan's past through interpretive signage and other programs. The Shawnigan Museum's planned expansion is a step in that direction, especially since it is located conveniently close to the heart of Shawnigan Village.



Photos from *CVRD South Cowichan OCP Bylaw 3510: Schedule A, Appendix B - Shawnigan Village Plan page 3*



Archaeological Sites

Legend

Archaeological Site Labels -

Archaeological Sites - To be

REGISTRATIONSTATUS

Archaeological Sites

Legacy Archaeological Sites

Historic Places (Formally Replaced)

REGISTRATIONSTATUS

Historic Places

Legacy Historic Places

Historic Places (Unprotected To be replaced)

REGISTRATIONSTATUS

Historic Places

Legacy Historic Places



1: 4,586

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Datum: NAD83

Projection: NAD_1983_BC_Environment_Albers

Key Map of British Columbia



4.3 Watershed and Environment

Watershed planning is critical to the health of the Region and especially to Shawnigan Lake. The water quality and drinking water depends on the health of the watershed. It also, in turn, relates to the health of the ecosystem and ultimately to human health. One of the Shawnigan Lake watershed maps (below portion of Map 5 – Protected Ecosystem Network Ortho) for the Shawnigan Lake Village area suggests the following observations without in-depth study or conclusions:

- The lake shore is fragile and is part of the filtration for water going into the lake.
- The hydrology in the northern part of the site is also linked to the Sager property and needs further detailed investigations (especially in the lower and upper locations on the property).
- There could be a high-water table in the upper part of the Sager property site and needs further investigations regarding implications for development.
- The whole upper area is an important part of the “sponge and filter” for the hydrological health and function of the Shawnigan Lake area.
- Further study is required before any development is approved for the area.

The rule to be imposed is that a development “must provide a net positive ecological benefit to the watershed.” - Dr. Bruce Fraser, President, Shawnigan Basin Society.



Source: Shawnigan Basin Society <https://shawniganbasinsociety.org/ebcp.html>

4.4 Population and Employment Projections

Population Data Projections: Shawnigan (Census Area B)

Year	2017	2021	2031	2041	2051
Population	8801	9360	10555	11419	11994

Housing Data

A technical assessment of developable lands within the Shawnigan Village Containment Boundary (VCB) indicates that there is a potential for 1,148 dwellings. Much of the development in Shawnigan Lake is dependent on the provision of a community sewer system.

Housing for various areas as follows (Source: OCP 2014)

- Shawnigan Station (Sager Lands) @ 100 which included approximately 60 Townhouse units and 40 apartment units.
- Shawnigan Station Commercial Area 60
- Legion Seniors Housing 65
- Commercial Core Area 60
- Multiple Family Development through rezoning 300
- Suburban Residential Infill 140
- Village Residential Infill (Single Family) at 0.2 ha 423

Total Potential Housing Capacity 1,148

Housing and Employment Projections: All Census Area B (Shawnigan)

Year	2017	2021	2031	2041	2051
Housing	3326	3573	4112	4464	4693
Change		247	539	352	229

Year	2017	2021	2031	2041	2051
Employment	1760	1786	1983	2154	2300

4.5 Business and Land Use Mix Review

As part of the overall design visioning for the Shawnigan Lake Village project, and more specifically to set the stage for the potential streetscape and business mix recommendations, the accompanying inventory and analysis provides some retail observations specific to Shawnigan Lake Village.



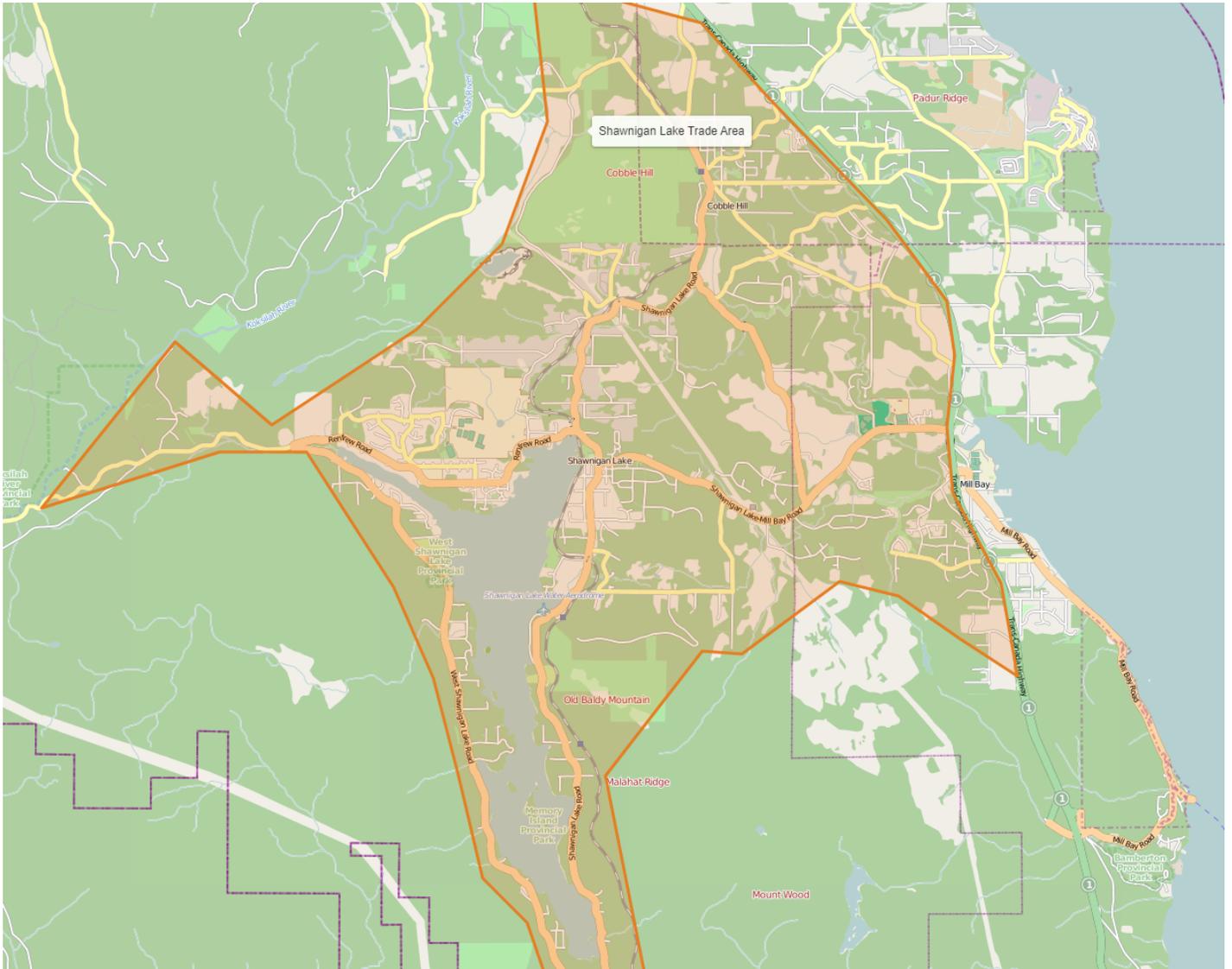
1. Business Inventory

The following is a list of the current business inventory in the Village (north to south) as documented during fieldwork conducted on March 15th:

TENANT	est floor area	CATEGORY
• Aitken & Fraser General Store	2,500 sf	Convenience/Grocery
• Sarpino's Pizzeria	500 sf	Quick Service F&B
• Shawnigan Jen's Sushi	400 sf	Quick Service F&B
• Save-on Gas & Auto	4,000 sf	Auto Service
• Historical Society Museum	2,200 sf	Institutional
• Dewar McCarthy Accounting	1,100 sf	Professional Service
• Tutor Pro Math & Science	500 sf	Professional Service
• Island Pharmacy IDA	2,500 sf	Pharmacy
• Style Centre Barber Shop	500 sf	Personal Service
• Demure Beauty	600 sf	Personal Service
• Shawnigan House Coffee & Chocolate	550 sf	Quick Service F&B
• Oma's Bakery	500 sf	Convenience/Grocery
• Wise Financial Services	500 sf	Professional Service
• Shawnigan Village Family Practice	1,500 sf	Professional Service
• Hosuka Sushi	750 sf	Full-Service F&B
• Vintage Shop	1,000 sf	Specialty Retail
• Shawnigan Lake Spa & Salon (2 nd level)	300 sf	Personal Service
• Restaurant (OPENING SOON)	1,250 sf	Full-Service F&B
• Shawnigan Lake Veterinary Wellness	750 sf	Professional Service
• Shawnigan Basin Society	750 sf	Institutional
• VACANT (unit 103 beside Basin Society)	750 sf	VACANT
• Heartwood Tree Service	750 sf	Professional Service
• Subway	1,250 sf	Quick Service F&B
• Alux Hair Studio & Yoga	1,250 sf	Personal Service
• The Village Scoop	500 sf	Quick Service F&B
• Compass Mexican Bistro	1,500 sf	Full-Service F&B
• West Coast Vintage	1,300 sf	Specialty Retail
• Joe's Secondhand Store (basement)	600 sf	Specialty Retail
• Limberlast Vintage (basement)	600 sf	Specialty Retail
• Sitka Music School (home-based)	500 sf	Personal Service
• Kali Yoga (home-based)	500 sf	Personal Service
• Mason's Convenience	3,000 sf	Convenience/Grocery
• 2 for 1 Pizza (2 nd level)	750 sf	Quick Service F&B
• Chiropractic (2 nd level)	750 sf	Professional Service
• Health Centre (2 nd level)	1,500 sf	Professional Service
• Salon (2 nd level)	500 sf	Personal Service
Floor area summary	38,650 sf	
Floor area per capita summary (trade area)	3.5 sf/capita	
Vacancy summary	750 sf / 1.9%	
Mix summary	Balanced with very specific gaps	

2. Retail Planning Observations

- a. The Trade Area for Shawnigan lake is considered isolated and localized given its distance from Hwy 1, but it does benefit from the opportunity to create a strong local base.



- b. According to statistics from Manifold Data Mining, the Trade Area exhibits the following characteristics:

- Full-time resident population of 11,078 with an above average household size at 2.50 compared to the Victoria CMA benchmark of 2.20
- Population growth, excluding any development driven growth that could result from the Sager properties is estimated at a conservative 1.14% per annum over the period 2018 to 2023 and 1.11% over the forecast period 2023 to 2028.

- Population could therefore grow conservatively from 11,078 in 2018 to 12,399 by 2028.
- Based on the identified trade area and forecast population growth and utilizing very conservative floor space per capita estimates of 4 to 7 sf per capita suggests that demand for new retail space in Shawnigan Village is likely to be in the range of 5,000 to 10,000 sf.
- Specifically, using current per capita ratios of grocery stores per 1,000 residents in BC, which averages around 0.33, Shawnigan could support 1 small grocery (not another convenience store). One grocer would be complementary to the existing mix and also be competitive against nearby competition primarily in Cobble Hill
- Under this demand estimate and given the current composition of the Village, the retail should be very targeted and could include:
 1. Specialty grocery store 5,000 sf x 1
 2. Specialty retail shops comprising local gifts and apparel 750 sf x 2
 3. Seasonally rotating sporting goods repairs/rentals/essentials 1,000 sf x 1
 4. Specialty Tap House and/or Wine Bar 2,000 sf x 1
 5. Miscellaneous grab & go F&B 500 sf x 1
 6. Potential for specialty liquor store 1,000 sf x 1 (Black Swan pub is nearest) or a self-making wine shop.
 7. Potential for a specialty pet foods/pet spa
- c. Potential idea could be to work with Canada Post to convert the current post office into an Art Gallery which could be purchased by the CVRD and relocate the postage at either the IDA Pharmacy, Aitkens Convenience or into the vacant space beside the Basin Society
- d. Future infill retail should be prioritized within the core of the village and NOT in the Seger lands. Ideally, for the benefit of the village core and the connectivity to the water and trail system as well as walkability and mobility, retail should be considered along Shawnigan Lake – Mill Bay Road west of the intersection at Shawnigan Lake Road. This location could have development and parking in a format that uses the slope for design and parking as well as being able to introduce a sidewalk. Moreover, this area will activate a lesser traveled road for mobility to and from the waterfront and trail and potentially future commuter rail
- e. There is insufficient demand to warrant retail at the Seger lands unless for home-based or live-work businesses only.
- f. CVRD should acquire strategic properties that benefit the connectivity to the water and trail network and future potential commuter rail.
- g. The beach volleyball location should be considered to be relocated to the foot of Shawnigan Lake – Mill Bay Road in the green parcel. Doing so would free up the ability to expand the parking lot at the pier and boat launch.
- h. Until such time as the Museum expansion is finalized, utilize the concrete pad beside the museum for the Farmer’s Market to have a stronger presence and take advantage of the park space.
- i. Reclaim some of the public realm by using colourful paving near the Village Scoop and Compass Mexican Bistro to better improve the street crossing safety and pedestrian realm.

- j. Add colourful street crossings at ALL directions at the four-corners intersection, as opposed to only the 2 sides that currently exists.
- k. In terms of zoning, revisit the C-2 zoning to extend this zone down Shawnigan Lake – Mill Bay Road towards the lake and trail.
- l. Potentially investigate the idea of using the parking pad beside Oma’s Bakery as an outdoor beer garden.
- m. Investigate adding a finger pier directly at the end of Shawnigan Lake – Mill Bay Road to create a view corridor from down the slope to the water
- n. Investigate the potential for a hotel to be placed along the trail in the C-1 designated area north of the Community Centre and also create another finger pier that extends to the lake at that point.
- o. As an alternative to commuter rail, consideration should be given to creating an iconic trail head system by removing the rail lines for multi-modal trail use.

In summary:

- **There is too much commercially zoned land allocated for future demand.**
- **Needs to be more focus on concentrating the C-2 in and around the core “four-corners” intersection. A condensed C zone will improve walkability and year-round business vitality**
- **Too much retail will dilute sales and thus the vitality of existing businesses and will also put pressures on rent escalations.**
- **Walkability is a concern and requires better signage both on the ground and at street level.**

The foregoing is a preliminary assessment/overview of Shawnigan Lake Village’s retail environment and should be viewed in conjunction with the overall design process.

*Demographic Table Summaries for Trade Area and Province Indexed to Victoria CMA

Promotion and Wayfinding: Chester Village & Truro (Signage), NS



Billy Miner Pub (Maple Ridge) – example of commuter rail retail in a village setting



4.6 Sanitary Sewer

The Shawnigan Villag area is currently on an individual septic system requiring larger lots and dictates low density. The Cowichan Valley Regional District (CVRD) is pursuing a *South Sector Liquid Waste Management Plan* with the first public meeting scheduled for November 6, 2019 in Mill Bay. A number of alternatives will be presented and discussed with the public.

A recent Shawnigan Lake provincial grant application and strategy to fund liquid a community liquid waste management system was recently unsuccessful. A number of local Shawnigan strategies are being considered including purchasing a piece of land to consider a more conventional liquid waste system.

Issue

A community liquid waste management system is required to move forward with any form of denser development in the Shawnigan Village area.

4.7 Water Capacity

The local potable water system in Shawnigan Lake is currently servicing 550 units and has the ability to expand by 175 units under the current permissions.

Additional capacity can double the current service capacity of 725 units to 1450 units as required over the next ten years. There is currently 105 units allocated to the potential Sager development, but development cannot proceed without a community liquid waste management system.

4.8 Transportation and Mobility

Overview

This section provides a baseline assessment of transportation and mobility conditions in Shawnigan Lake Village.

The Official Community Plan Bylaw No.3510 has identified the vision for Shawnigan Village as follows:

“Shawnigan Village will be one of the most desirable places to live on Vancouver Island, through revitalization that focuses on public spaces with exquisite lake views and shoreline access, and watershed protection.”

One of the goals to achieve that vision has been “to encourage alternative transportation modes such as walking, cycling, and public transit”.

Findings

The following is a summary of the key transportation and mobility “take aways”. Each is described in detail in the following sections.

- **Walking** conditions in Shawnigan Lake Village are generally discontinuous, inaccessible, and poor. Pedestrian wayfinding was observed to be insufficient, especially for visitors. Due to jurisdictional issues, “easy-win” opportunities would be identifying paths and routes via recreational trails and multi-use pathways.
- Dedicated **cycling** facilities are absent in the Village. Opportunities to enhance on-road cycling facilities or identify parallel, off-street facilities should be considered.
- The entire **road** network in the study area falls under the jurisdiction of the Ministry of Transportation + Infrastructure and any redesign of the street will be subject to their design standards and approvals.
- The Village has an appropriate level of **transit** service (good connection to local and regional destinations) for its density with a number of bus stops. Only a few stops provide amenities to passengers. Opportunities should be considered for enhancing bus stops, which will also benefit the community by providing places to rest and socialize, such as benches and shelters.
- Through the **parking** observations conducted in the study area, 321 parking spaces were identified. Observations completed in September 2019 concluded that peak occupancy was approximately 36% mid-afternoon.

Walking + Cycling

Shawnigan Lake Village has limited dedicated pedestrian and cycling infrastructure. Predominantly, residents of Shawnigan drive to the Village and walk around the area to access services and recreational destinations. Similarly, few cyclists commute from further out of the Village, primarily recreational cyclists are found cycling on the road. Pedestrians and cyclists have to travel on the shoulder of a road, which includes either a gravel or paved surface. A network of trails connects the Village with Mason Beach Park, primarily an informal trail along the E+N rail, with limited pedestrian wayfinding, offers north-south connection for pedestrians. Accessibility was identified as one of the key issues in the study area. A number of obstacles were identified for people using mobility devices in the existing pedestrian infrastructure. Highway type street lighting is in place but does not illuminate pedestrian areas which is a concern in darker winter days.

Apart from shoulders along Shawnigan Lake Road and Shawnigan Lake-Mill Bay Road, there is no dedicated cycling infrastructure, which results in cyclists needing to share the travel lane with motorists. The local roads of the Village tend to have low volumes of traffic and low vehicle speeds, allowing cyclists to travel in the travel lane. The significant grade on a number of local roads (e.g., Wilmot Avenue) might deter cyclists from using those streets and move them to the “busier” Shawnigan Lake-Mill Bay Road. Limited bike racks were found across the study site, with the only location being in front of the Community Centre at the Elsie Miles Park. No bike racks were found adjacent to the businesses and shops in the Village.

In the South Cowichan OCP (OCP Bylaw No. 3510) it is identified that “priority will be granted to the creation of pedestrian and cycling corridors between key community destinations, such as the Community Centre, the public and private schools, parks and residential neighbourhoods.” In addition, the plan mentions a number of improvements “...including construction of well-defined bus stops, pedestrian walkways, bike paths and amenities, and increased road safety will also enhance the quality of life in the community.”

Related Policies:

Policy 3.1: The Shawnigan Village area will remain a compact, lakeside community. Although new urban development is not permitted outside of the Village Containment Boundary, rural densities are permitted within.

Policy 3.2: Rezoning applications for parcels of land along the Shawnigan Lake shoreline will be conditional on the provision of public access to the waterfront, to accommodate the construction of a public walkway along the shoreline.

Policy 3.5: The CVRD will initiate a Streetscape Beautification Plan for Shawnigan Village, which will consider, among other things:

- 1) the provision of cycling and pedestrian walkways along or adjacent to road rights of way;
- 2) the provision of public outdoor art, seating areas and bike racks;
- 3) the provision of farmers market gardens;
- 4) the provision of aesthetically appealing and distinctive bus shelters;
- 5) traffic safety measures such as improved pedestrian crossings;
- 6) possible themes or unique heritage amenities such as unique streetlights and road signs; and
- 7) in the commercial core, the potential for pedestrian only areas to encourage a more active and dynamic place, possibly in the commercial area adjacent to the lake.

The following are samples of existing active transportation infrastructure in the Village:



Walkways along some of the businesses located in the “heart” of the Village. Planters and bollards separating pedestrians from on-street parking.

There is only one **sidewalk** in the Village, on the east side of Shawnigan Lake Road between Wilmot Avenue and Shawnigan Lake-Mill Bay Road (above right)

Walkways separated by jersey barriers are found on a small segment of Renfrew Road adjacent to the intersection of Renfrew Road and Shawnigan Lake Road. This is an effective way of providing safe and comfortable pedestrian infrastructure that is separated from motor vehicles.

Paved or gravel shoulders along most roads in the Village. This example from Shawnigan Lake Road is not providing safe and comfortable infrastructure for cyclists and pedestrians as vehicles are travelling at speeds of at least 50km/h.

Gravel trail along the waterfront provides safe and comfortable pedestrian infrastructure, separated from motor vehicles.



Top Left: Instance where shoulders have been occupied by parked vehicles, leaving no space for pedestrians or cyclists to travel safely and force them to walk, roll, or cycle on the road.

Top Right: Provision of stairs without the appropriate hand railing for seniors or people that have visual impairment; no ramp is provided forcing people with mobility aids to walk around and swerve through parked vehicles.

Bottom Left: Barriers create a narrow path for people to navigate through making it uncomfortable especially for people using mobility aids.

Bottom Right: Businesses have installed an extruded asphalt curb presumably for storm water management, which creates an inaccessible environment for people with physical disabilities.



Public Transit

Public transit service operates through Shawnigan Lake Village via three transit routes:

- Route 8 – Mill Bay via Telegraph Rd / Duncan via Shawnigan Lk
- Route 9 – Mill Bay via Shawnigan Lk . Duncan via Telegraph Rd
- Route 99 – Shawnigan Lake Commuter

Routes 8 & 9 provide service between Duncan, Cowichan Bay, Mill Bay, and Shawnigan Lake. The two routes are complementary to each other as they operate in a “loop” configuration, with Route 8 circulating clockwise and Route 9 counter- clockwise.

There are a combined 15 transit trips (hourly service) each weekday – 8 trips northbound via Route 8 and 7 trips southbound via Route 9. Service is more limited on the weekends, with a maximum 5 combined transit trips on Saturday and 3 combined transit trips on Sunday.

Regional service starting from Cobble Hill and going through Shawnigan Lake to Downtown Victoria provides service for commuters during the week. Service is being provided 4 times a day – 2 trips southbound in the morning and 2 trips northbound in the evening.

Public transit stops **Figure 1** are dispersed across Shawnigan Lake and offer sufficient access for Village residents with multiple stops being located in a walkable distance with each other for the local routes. The southbound stop at Shawnigan Lake Road and Hipwood Road is the only bus stop that offers a dedicated pullout area for buses and basic passenger amenities (e.g., sidewalk, sheltered bench). Most of the bus stops only have the bus stop pole and a few stops include a bench. BC Transit also offers handyDART service in the area for people with permanent or temporary disabilities.’



Figure 1: Bus Stop Locations

There are two locations in the study area that have been designated for transit parking (Park & Ride locations) for commuters traveling to Victoria via the Shawnigan Lake Commuter. The locations of the stops for the regional transit service and the transit parking have been identified in **Figure 2**. Local businesses have expressed concerns that transit users park their vehicles in front of their stores along Shawnigan Lake-Mill Bay Road.



Figure 2: Shawnigan Lake Commuter Bus Stops and Transit Parking Locations

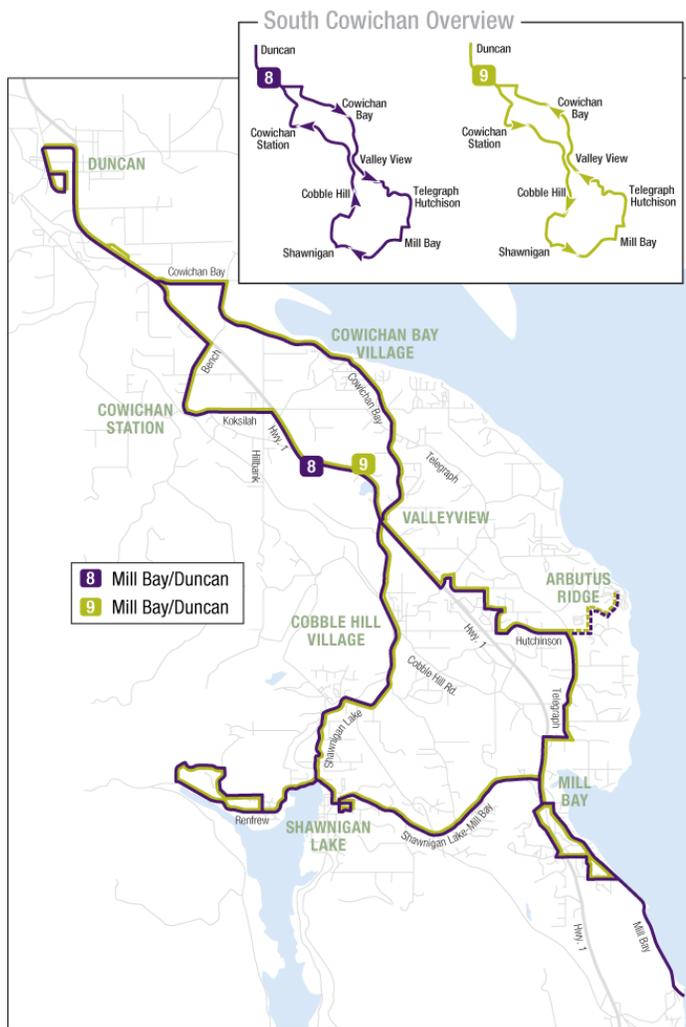


Figure 3: Local Transit Routes

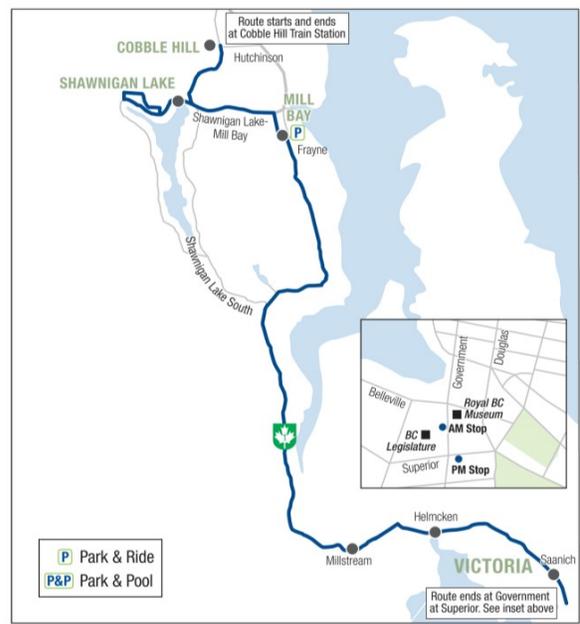


Figure 4: Regional Transit Route

Road Width

Vehicle travel lanes across the study area are approximately 3.6m wide. The roadside shoulder and/or on-street parking varies in both width and surface finish. Some “typical” cross sections that were found across the Village have been identified below:

Situation 1: Two travel lanes (approximately 3.6m wide each) with shoulders on both sides (ranging from 1-2m wide on each side).

Situation 2: Two travel lanes (approximately 3.6m wide each) with shorter shoulders (0.4m – 0.5m wide) plus gravel.

Situation 3: Two lane unmarked road (ranging from 7-10m) with or without gravel shoulders.

The right-of-way (public road dedication width) varies significantly across the Village and is hard to assess as the land survey is not reflected in the existing conditions (misaligned and encroachment issues).



Situation 1



Situation 2



Situation 3

Traffic Volumes

Traffic volumes and turning movements at the intersection of Shawnigan Lake Road and Shawnigan Lake – Mill Bay Road were observed on Thursday September 12, 2019 between 4:00 and 5:30pm, which is considered the PM peak period. The following are the key conclusions from the traffic volume data and analysis of turning movements at the intersection:

- The intersection operates well at a LOS B (level of service B - reasonable free flow).
- Vehicles approaching the intersection during peak hour experience delays of up to 11 seconds.
- The intersection can handle an additional 50% traffic during the peak hour.
- The Transportation Association of Canada (“TAC”) Geometric Design Guide for

Canadian Roads on Design Controls, Classification and Consistency classifies roads based on the Annual Average Daily Traffic (see **Figure 5**). Based on TAC, the roads function as follows:

Shawnigan Lake-Mill Bay Road east of the 4-way stop intersection functions as a rural local road. By contrast, west of the 4-way stop intersection the road functions as a rural collector. Shawnigan Lake Road south of the 4-way stop intersection functions as a rural collector. On the other hand, north of the intersection the road functions as rural arterial.



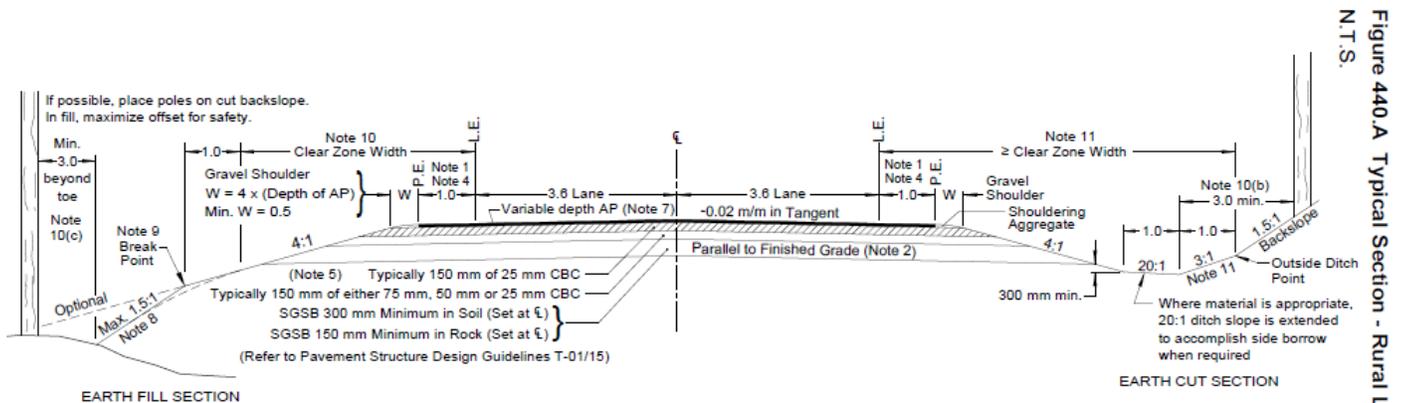
Figure 5: Average Two-way Daily Traffic Volume

¹ BC MoTI. (2019). Supplement to TAC Geometric Design Guide. Available online at: <https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/engineering-standards-and-guidelines/highway-design-and-survey/tac/tac-2019-supplement/bctac2019-chapter-0400.pdf>

MoTI cross sections¹ for the above classifications have been included below (see **Figure 6 & Figure 7**) to provide reference with the actual cross sections on these roads and to identify the design standards that MoTI will be most likely to accept should a redesign of the road network be proposed. When right-of-way is limited, MoTI might allow for deviation from the standards as part of ambient conditions.

Jurisdiction

All roads within the study area are under the jurisdiction of the Ministry of Transportation + Infrastructure ("MoTI"). Any proposed changes to the roadway are subject to MoTI design requirements and approvals. MoTI has suggested that any changes should meet TAC guidelines for standard rural streets for 50 km/h.



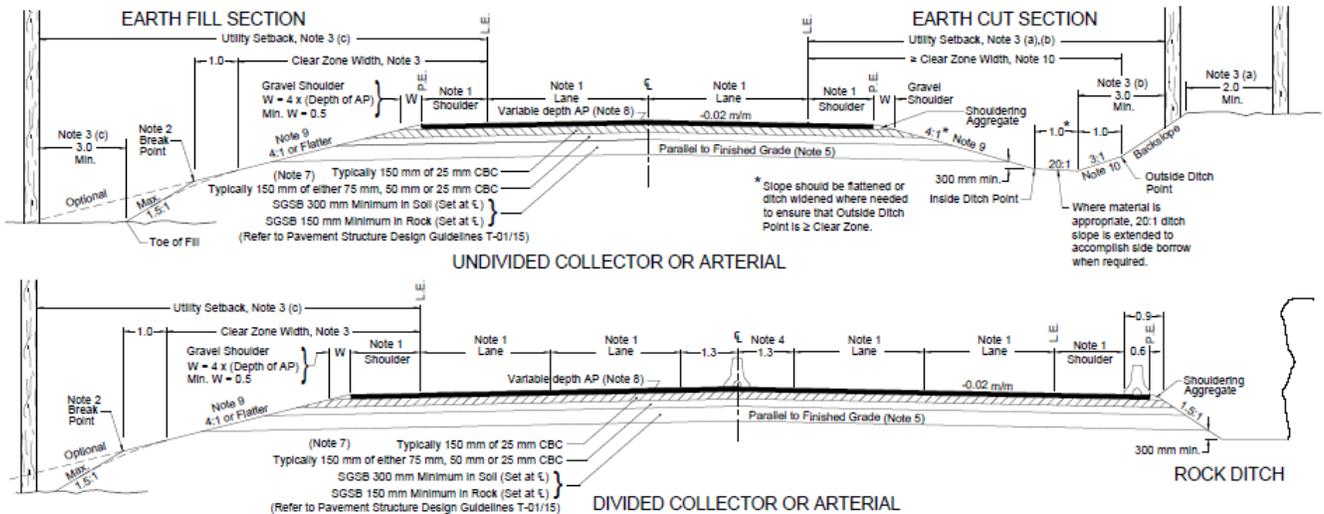
Notes:

- See Table 430.A for lane and shoulder widths.
- Tangent subgrade may be increased to -0.03 or -0.04 m/m in earth to facilitate drainage, but only when directed by Geotechnical Staff.
- For rock ditch details, see Figure 440.H
- For roadside barrier, 1.3 m is required to the nearest edge of barrier.
- These are typical gravel depths to be used in the absence of a specific geotechnical recommendation.
- Design Speeds 50 - 80 km/h.
- Type "B", 100,000 to 20,000,000 ESALs, use 75 mm to 150 mm of AP; or Type "C", < 100,000 ESALs, use 50 mm to 75 mm of AP.
- Fill slopes should be as flat as possible and no steeper than 1.5:1. Geotechnical recommendations may specify a maximum slope flatter than 2:1. Desirable is 4:1 or flatter.
- Rounding or "smoothing" at Break Point to be done during construction.
- Clear Zone is a function of Speed and Traffic Volume. Clear Zone Width to be in accordance with the requirements in Section 620. Utilities should be located outside of the Clear Zone. The desirable location of utility poles shall be, in order of preference: (a) min. 2 m beyond top of cut, (b) min. 3 m beyond lowest ditch point, (c) min. 3 m beyond toe of fill. See the current edition of the Ministry's Utility Policy Manual for additional placement guidelines.
- The 3:1 ditch slope is not mandatory. A single backslope may be used starting at the low point of the ditch. Achieving clear zone width is desirable, but if the backslope is relatively smooth and obstacle-free, it may not be a significant hazard, regardless of its distance from the roadway.

Terms:

AP	Asphalt Pavement
CBC	Crushed Base Course
SGSB	Select Granular Sub Base
L.E.	Lane Edge
P.E.	Pavement Edge
ESAL	Equivalent Single Axle Load

Figure 6: Typical Cross Section of Rural Local Road



Notes:

1. See Table 430.A for Lane and Shoulder Widths.
2. Rounding or "smoothing" at Break Point to be done during construction.
3. Clear Zone is a function of Speed and Traffic Volume. Clear Zone Width to be in accordance with the requirements in Section 620. Utilities should be located outside of the Clear Zone. The desirable location of utility poles shall be, in order of preference: (a) min. 2 m beyond top of cut, (b) min. 3 m beyond lowest ditch point, (c) min. 3 m beyond toe of fill. See the current edition of the Ministry's Utility Policy Manual for additional placement guidelines.
4. Minimum half-width is 1.3 m from Lane Edge to Centreline. Check for SSD along median barrier on curves. Median barrier may not be required on 4-Lane Collectors or Arterials with low volumes and is not generally used on 2-Lane Collectors or Arterials.
5. Tangent subgrade may be increased to -0.03 or -0.04 m/m in earth to facilitate drainage, but only when directed by Geotechnical Staff.
6. See Figure 440.F through 440.H for Barrier/Drainage Curb, Retaining Wall and Rock Ditch Details.
7. These are "typical" gravel depths to be used in the absence of a specific Geotechnical recommendation.
8. Type "A", $\geq 20,000,000$ ESALs, use min. 150 mm of AP; or Type "B", 100,000 to 20,000,000 ESALs, use 75 mm to 150 mm of AP. Where pavement is ≥ 100 mm, full depth extends only 0.6 m into the paved shoulder, depending on shoulder width. See Figure 440.E for this Alternate Shoulder Detail.
9. Ditch slopes and fill slopes steeper than 4:1 must be evaluated for barrier need.
10. The 3:1 ditch slope is not mandatory. A single backslope may be used starting at the low point of the ditch. Achieving clear zone width is desirable, but if the backslope is relatively smooth and obstacle-free, it may not be a significant hazard, regardless of its distance from the roadway.

Terms:	
AP	Asphalt Pavement
CBC	Crushed Base Course
SGSB	Select Granular Sub Base
L.E.	Lane Edge
P.E.	Pavement Edge
ESAL	Equivalent Single Axle Load

Figure 7: Typical Cross Section of Rural Collector and Arterial Roads

CROSS SECTION ELEMENTS

Table 430.A summarizes the cross section elements for BC highways according to Design Speed, Classification and Design Volumes. (Also refer to Figures 440.A through 440.H). See Section 620 for Clear Zone discussion.

Table 430.A Cross Section Elements

Road Class	Total Design Volume	Lane Width (m)	Paved Shoulder Width ¹ (m)	Design Speed ² (km/h)	Normal X-Fall	Fill Slope (desirable)
LVR ³	≤ 200 ADT	Refer to Section 3	0.5 Gravel	30-90	Refer to Section 3	2 to 1
RLU		3.6	1.0 ⁴	50-80		4 to 1
RCU	≤ 450 DHV ⁵	3.6	1.5	50-80		4 to 1
	> 450 DHV ⁵		1.5	60-90		
RCD		3.6	2.5	60-90	0.02 m/m	4 or 5 to 1
RAU	< 200 DHV ⁵	3.6	1.5	70-90		4 or 5 to 1
	≤ 450 DHV ⁵	3.6	2.0	70-90		4 or 5 to 1
	> 450 DHV ⁵	3.6	2.5	80-100		4 or 5 to 1
RAD		3.7	3.0	80-100		4 or 5 to 1
RED		3.7	3.0	80-120	4 or 5 to 1	
RFD		3.7	3.0	80-120	4 or 5 to 1	

- 1 Minimum width is 1.5 m for Shoulder Bikeway when applicable. See Table 430.B below.
- 2 Justification is required where less than the maximum design speed for each classification is selected, except for RED and RFD where justification is required for a design speed less than 110 km/h.
- 3 See Section 510 for Low-volume Roads details.
- 4 Typical minimum shoulder width required to nearest edge of roadside barrier is 1.3 m.
- 5 On a typical rural highway, the DHV is about 15% of the ADT.

Table 430.B Design Widths for Shoulder Bikeways

Controlling Condition	Minimum Design Width (m)
For Most Cases, except as below	1.5
For Design Speed ≥ 70 km/h and SADT > 5,000	2.0
For Design Speed > 80 km/h and SADT > 10,000	2.5
All Freeways and Expressways	3.0

- The travel lane(s) next to a shoulder bikeway should be at least 3.6 m wide
- SADT = Summer Average Daily Traffic (July and August).

Figure 8: Highlighted Cross Section Elements for Shawnigan Lake Village

Parking Conditions

An inventory was established of the parking supply in Shawnigan Village. An accurate number on the total parking of spaces in the Village is hard to measure as there are no parking restrictions in place, with the exception of the ones located on private properties and where there is no parking due to the bus stop pull over area. In addition, due to the rural character of the Village, parking is harder to define as in most cases there is no clear demarcation of the parking space. Based on observations conducted on two distinct days in September it was determined that there is adequate parking in the Village, however it is understood that parking becomes limited in the summertime with a significant influx of visitors. As shown in **Table 1**, at least 321 parking spaces exist in the Village, which include spaces on the public right-of-way, on private property, and which “straddle” public-private properties.

Observations of parking utilization were completed on Thursday, September 12, 2019 and Friday, September 20, 2019, between 1:00 pm and 2:00 pm. The results concluded that 32% and 36% of all available parking spaces were occupied respectively. Parking utilization was higher around the block of Shawnigan Lake Road, Shawnigan Lake-Mill Bay Road, Dundas Road and Wilmot Avenue, which can be considered the “heart” of the Village and was significantly lower in all other locations in the study area.

Table 1. Summary of Parking Supply and Parking Occupancy

Type of Parking	Number of Spaces	Occupancy Rate –	
		Sept. 12 th , 2019	Sept. 20 th , 2019
On-Street	133	21%	25%
Off-Street	188	39%	45%
Total	321	32%	36%

These results demonstrate parking conditions in the study area on two distinct days. On September 12 the results provide a “snapshot” of parking conditions on a weekday afternoon in mid-September with rainy weather, whereas September 20 indicated a “snapshot” of parking conditions on a Friday afternoon in late September with favorable weather. It is understood that parking demand increases significantly in summer months due to an influx of visitors.

Jurisdiction

Because all roads are under the jurisdiction of the Ministry of Transportation + Infrastructure (“MoTI”) parking becomes challenging to manage as the RCMP can only enforce parking violations; MoTI does not set the parking restrictions. All of the parking restrictions found across the Village are being put in place by private properties, with the exception of the no parking at the bus stops. If the CVRD wanted to implement a parking management plan with parking restrictions (e.g., 3hr max), they would be responsible for enforcement.



Figure 9: Parking Index



Figure 10: Various parking restrictions found in the Village

Conclusions

The design team might consider the following, when identifying transportation related recommendations.

- Parking utilization was found to be low across the study area and is therefore not an issue. Parking management is not needed at this time.
- Active transportation needs to be studied further, which might require an Active Transportation Plan to identify opportunities to improve the overall conditions for pedestrians and cyclists.
- Even though transit service is sufficient today, opportunities should be considered for enhancing bus stops, which will also benefit the community by providing places to rest and socialize, such as benches and shelters.
- Road safety is not an issue in the area.
- Conflicts between traffic and active transportation users has been identified as an issue and warrants further study.

4.9 Official Community Plan and Zoning

Overview:

The defining characteristic of Shawnigan Village is the lake - it draws people to the Village and makes them want to live there. New commercial areas and public spaces in the Shawnigan Village core will be oriented to the lake so that residents and visitors alike will enjoy the lake ambiance while they shop, access the shoreline or have lunch with friends or neighbours, while enjoying a view of the lake. It is possible and feasible to protect the watershed and at the same time allow for new shops, services and restaurants in the Village area. Residential development will be encouraged to locate above commercial businesses, to create a more active, vibrant village, where there are 'eyes on the street.' Lake views and lake access will be enhanced.

Issues:

- Commercial orientation of Village Centre
- Commercial uses connected to lakefront
- Protection of lakefront for public access and extension of public access
- Mixed use in Village setting (cost, feasibility)

Design Guidelines

7.4.3 The Building Design Guidelines apply to commercial, mixed use and multiple family residential development and their accessory buildings and structures.

1. Commercial, mixed use, and multiple family residential buildings should demonstrate a range of architectural features and designs that reflect the natural and west coast architectural heritage of Shawnigan Village. These features may include bay windows; corner accents such as turrets or protruding balconies, gabled rooflines, canopies and overhangs; masonry treatments such as ceramic tile inlays, paving stones, brick patterns; natural stone features, artwork, trellises or arbours.
2. A mix of natural exterior finish materials will be required. Examples are board and battens, clapboard, shingles, shakes, stonework and wood finishes. Buildings will be designed in keeping with the west coast climate with particular attention given to rain related design with overhangs to protect walls and windows.
3. Design themes should include the use of natural wood and/or stone materials in some of the exterior finishes, along with generous glazing to take advantage of solar access and views, where applicable.
4. The design of buildings should acknowledge the influence of sunlight during the day and seasonally, and take advantage of natural light as well as acknowledging architectural, design and heritage features.

5. Buildings should be sited and oriented to reduce overshadowing effects on surrounding buildings and open spaces.

6. Buildings should not dominate or overpower a neighbourhood but should be located on parcels in such a way as to minimize impacts upon the privacy of any adjacent residential areas.

7. The visual mass of large buildings should be reduced by creating variation, for example by separation into smaller groups or clusters of units and use of articulated wall features or rooflines. Monolithic structures and long expanses of blank walls, or bare walls facing a street or disrupting a lake view, will be avoided.

8. Commercial and mixed-use buildings should be located as close to the street line as possible to take advantage of the street frontage making the use and the street an active and dynamic place. Architectural and landscaping treatments should enhance the pedestrian experience.

9. Views to the lake are to define and orient streets, parks and public areas. Commercial development should create, enhance and preserve lake views and lake access, where possible, without detracting from the views of neighbouring parcels.

10. New development should reflect, rather than obscure, significant natural topographic features. For example, buildings should be designed to step up hillsides using terraces that connect with the walkway and street, and preserve public views over, around or past buildings wherever possible.

11. Where new construction of multiple family, mixed use and commercial development could potentially block an attractive view from an existing development, proposed buildings should be oriented and of such a scale that some view around or over the proposed buildings would exist. Further, the portions of buildings visible from roads or neighbouring properties must be designed in a similar manner to the main façade. Building height should not be varied upward from the zoning regulation, where it would interfere with a view or the solar access of a neighbouring building.

12. Site design and the location of buildings and structures will complement the development of a continual public walkway along the lake shoreline that may over the long term be constructed along the entire lake shoreline within Shawnigan Village.

13. Shop fronts should have prominent entrances, narrow frontages, and largely transparent store fronts, where internal uses are visible from the

street. These shops may, where appropriate, extend onto a terrace or public area.

14. Residential uses located in commercial buildings will only be permitted on the upper floors of the building.

15. Where both residential uses and commercial uses are permitted, entrances should be differentiated architecturally, with residential entrances being less prominent. Side access should primarily be for residential uses above commercial, except where a lot is situated on a corner, where residential access will be encouraged to be from the rear.

16. Multiple family residential and mixed-use developments should be sited and oriented for residential units to overlook public streets, parks, walkways and green spaces while ensuring the security and privacy of building residents.

17. Green building features should be incorporated into the building design, to minimize environmental impacts and promote sustainability. This should include energy efficiency and water conservation measures.

18. New buildings and the sites they are built on should be arranged in such a way as to prioritize pedestrian activity over motor vehicles.

19. Streetscape design should be a top priority, with the buildings being oriented towards streets rather than inwardly. Architectural and landscaping treatments should enhance the pedestrian experience and enhance community identity.

20. Commercial, mixed use and multiple family residential developments must provide space to store and transfer solid waste, recyclables and compostable materials. This space must be screened from neighbouring properties and roads, and animal proofed.

21. Underground wiring on development sites is very strongly encouraged.

22. All plans and building designs must promote personal and public safety, consistent with the principles of Crime Prevention through Environmental Design (CPTED).

Issues:

- Relevance of particular guidelines, style and uniqueness
- No photos or sketched to illustrate intent

VILLAGE COMMERCIAL DESIGNATION POLICIES

Policy 5.2: Zoning Bylaw will allow for a variety of zones to accommodate a diverse range of small-scale commercial uses, such as bakeries, restaurants, museums, coffee shops, banks/credit unions, hair dressing salons, retail stores, doctor's offices, retail outlets and boutiques. This designation also accommodates Mason's Store and an adjoining parcel, the Black Swan Pub, and tourist commercial uses outside of the commercial core, including the West Arm Grill and the Shawnigan Beach Hotel property.

Policy 5.3: The commercial core area will be expanded, through rezoning applications, to include lands that are located west of Wallbank and north of Thrush Road. These lands will initially be zoned as residential, at the time of OCP adoption, in order to accommodate the existing residential dwellings during the transition of the area to a commercial use. Rezoning applications to provide a commercial use will be subject to the following criteria:

- a. The proposed commercial development must be serviced by a community water system and a community sewer system;
- b. The site will be developed in a manner which is harmonious with adjacent residential development with respect to scale, building height and overall appearance;
- c. Commercial development on the lakeshore will provide a buffer area of at least 15 metres for a continuous public walkway along the shoreline, and for watershed protection;
- d. Where possible, commercial development will offer opportunities for lake views, while being respectful of existing views of neighbouring properties;
- e. The maximum density does not exceed 20 units per ha;
- f. The development will preserve natural environment features and open space areas; and
- g. Public sidewalks or walkways are provided.

Policy 5.4: The Village Commercial Designation (C) will encourage a vibrant, active community core by allowing for residential units above the commercial uses. Commercial businesses will be located on the ground floor with commercial uses or residential apartments above, provided that:

- a. The development is serviced by a community water system and a community sewer system;
- b. The residential units are located above the commercial use, and not on the ground level or main floor;
- c. The height of the development is in keeping with the small scale, rural heritage character of Shawnigan Village; and
- d. Community amenity contributions, that benefit the community in accordance with Section 8 Social Sustainability of the main OCP document, are provided.

Policy 5.5: The Village Commercial Designation (C) will allow for a service commercial use, to accommodate the Shawnigan Lake Garage on Shawnigan Lake Road.

Policy 5.6: A neighbourhood pub use will be permitted in the Village Commercial Designation (C) but requires a separate zone. The Black Swan Pub will continue to be zoned for the neighbourhood pub use. Rezoning proposals to consider an additional neighbourhood pub use will be considered based upon the following criteria:

- a. There should be clear evidence that there is a local demand for a new neighbourhood pub facility;
- b. The neighbourhood pub should not generate excessive traffic on local residential roads and should not create traffic safety problems;
- c. The neighbourhood pub should be serviced by a community water system and a community sewer system;
- d. The site is developed in a manner which is harmonious with adjacent development with respect to scale, building height and overall appearance;
- e. If the neighbourhood pub development is on the lakeshore, a public shoreline amenity contribution of at least 15 metres should be provided for a continuous walkway and environmental enhancement;
- f. Where possible, the neighbourhood pub development will offer opportunities for lake views, while being respectful of existing views of neighbouring properties;
- g. Public trails and walkways are provided;
- h. The development is in compliance with the BC Liquor Control and Licensing Act; and
- i. Community amenity contributions, that benefit the community in accordance with Section 8 Social Sustainability of the main OCP document, such as affordable housing or community facilities, are provided.

Policy 5.7: Within the Village Commercial Designation (C), the implementing Zoning Bylaw will provide a tourist commercial zone for commercial uses that cater to recreational or tourist activities such as campgrounds, hotels, and accessory uses.

Policy 5.8: Restaurants in the Village Commercial Designation (C) are required to provide for seating for patrons, and drive-thru features are strictly prohibited.

Policy 5.9: New construction should be located close to the street, or provide for outdoor amenities adjoining the street, to create a welcoming atmosphere for residents and visitors.

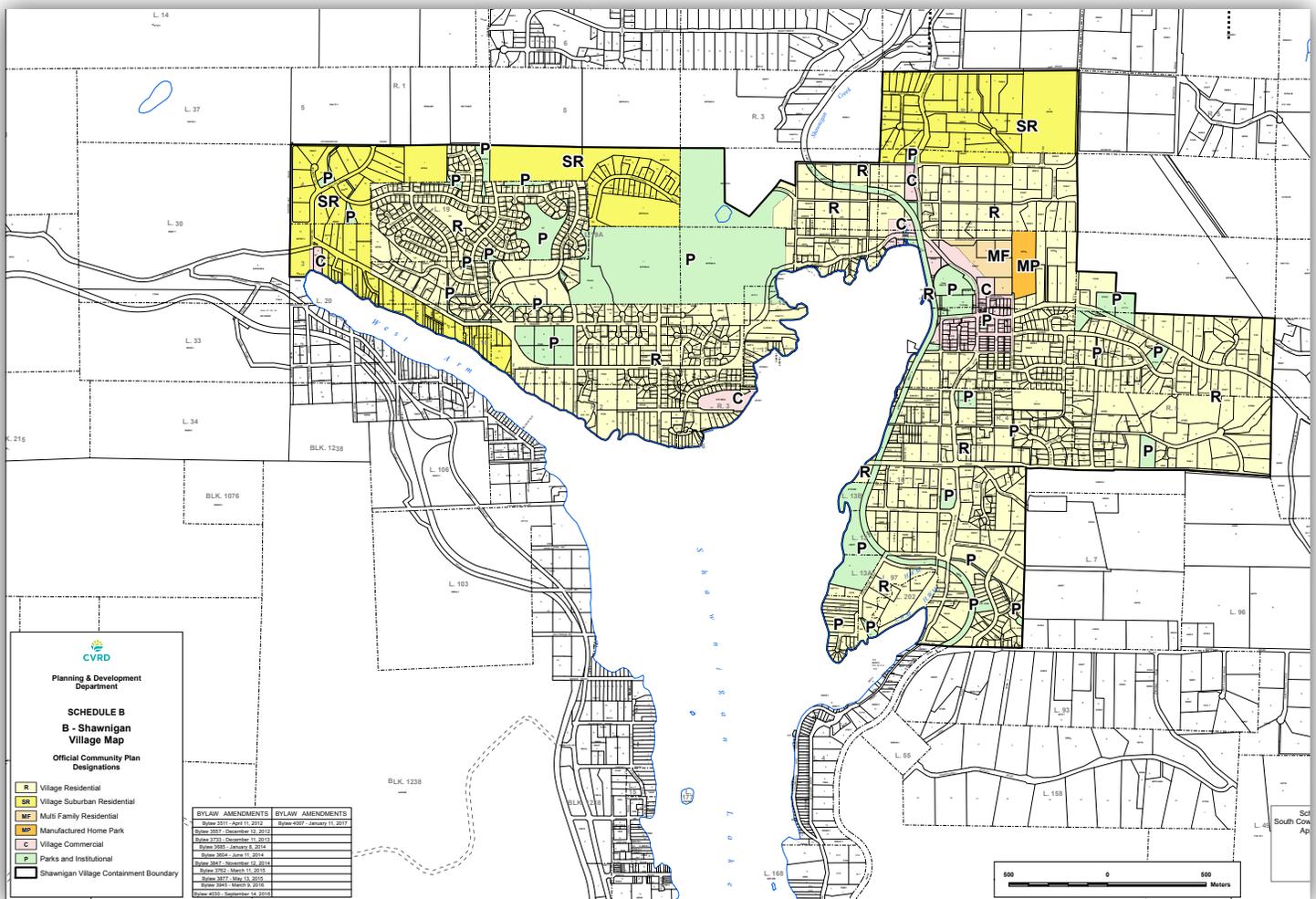
Policy 5.10: The installation of sidewalks or pathways will be required within the commercial core area as development or redevelopment proceeds.

Policy 5.11: Development on lands within the Village Commercial Designation (C) will maintain and promote the Village character, and will be subject to the guidelines within Section 7 Shawnigan Village Development Permit Area

Issues:

General concern - How to integrate Sager lands?

- Policy 5.3: This policy means that commercial will not be developed in those areas for life of a building. There are other methods to implement a transition zone.
- Policy 5.4 – Cost of mixed use – maybe limit so as to make financially feasibly or allow a different structure such as 2 story commercial with associated residential in another building
- Policy 5.6: A neighbourhood pub use will be permitted in the Village Commercial Designation (C) but requires a separate zone although the Black Swan Pub will continue to be zoned for the neighbourhood pub use. What about in Sager development area?



Excerpt from OCP 2014: Schedule B: Shawnigan Village Map

ZONING

R-3 ZONE - URBAN RESIDENTIAL

(a) Permitted Uses The following uses and no others are permitted in an R-3 Zone: (1) single family residential dwelling; (2) horticulture; (3) home based business; (4) bed and breakfast accommodation; (5) daycare nursery school accessory to a residence; and (6) small suite or secondary suite

R-6 ZONE – URBAN RESIDENTIAL – (MOBILE HOME) (a) Permitted Uses The following uses and no others are permitted in an R-6 Zone: (1) single family residential dwelling or mobile home; (2) horticulture; (3) home based business; (4) bed and breakfast accommodation; (5) daycare nursery school accessory to a residence; and (6) small suite or secondary suite.

RM-2 ZONE (Sager) – LOW DENSITY MULTIPLE FAMILY RESIDENTIAL 2 ZONE

(a) Permitted Uses The following principal uses and no others are permitted in the RM-2 Zone: (1) Duplex; (2) Multiple family dwelling; (3) Single family dwelling; The following accessory uses are permitted in the RM-2 Zone: (4) Bed and breakfast accommodation; (5) Home-based business; (6) Horticulture. water system and community sewer system 900 m2 900 m2 2000 m2 Community water system 2000 m2 2000 m2 - No community water or sewer system 1 hectare - - (h) Density The maximum permissible density in the RM-2 Zone shall not exceed 20 dwelling units per hectare.

C-1 ZONE – VILLAGE COMMERCIAL (a) Permitted Uses The following uses and no others are permitted in the C-1 Zone: (1) retail stores, including convenience stores and automotive parts and accessory sales, but excluding the external storage of goods; (2) offices, banks, credit unions and other financial institutions; (3) restaurants, catering; (4) personal service establishments; (5) repair and servicing of personal and household goods and power tools, electric and electronic equipment; (6) bowling alley, arcade, billiard and games room; (7) hardware and camping supply sales, excluding storage yard; (8) ancillary wholesale sales and warehousing; (9) printing and publishing; (10) veterinary clinic; (11) parking garages and lots, bus depots; (12) commercial plant nurseries, horticulture, retail sales of gardening supplies and produce, ancillary outdoor storage; (13) hotel use located above a permitted commercial use; (14) residential suites located above a permitted commercial use; (15) one single family residential dwelling per parcel

C-2A ZONE– LOCAL COMMERCIAL (a) Permitted Uses The following uses and no others are permitted in a C-2A Zone: (1) automotive parts and accessory sales but excluding external storage of goods; (2) offices; (3) catering; (4) personal service establishments; (5) repair and servicing of personal and household goods and power tools electric and electronic equipment; but excluding external storage of goods; (6) arcade billiard and games room; (7) ancillary wholesale sales; (8) funeral parlours; (9) printing and publishing; (10) bed and breakfast accommodation; (11) bookstore; (12) library; and (13) one single family dwelling per parcel.

C-2B ZONE – LOCAL COMMERCIAL (a) Permitted Uses The following uses and no others are permitted in a C-2B Zone: (1) Motor vehicle sales, rental, servicing and repair, excluding auto wrecking and storage of wrecked vehicles; (2) Retail stores including convenience stores and automotive parts and accessory sales but excluding external storage of goods; (3) Offices, banks, credit unions, and other financial establishments; (4) Restaurants, catering, including drive-in restaurants; (5) Personal service establishments; (6) Repair and servicing of personal and household goods, power tools, electric and electronic equipment; (7) Bowling alley, arcade, billiard and games room; (8) Hardware and camping supply sales, excluding storage yards; (9) Ancillary wholesale sales and warehousing; (10) Funeral parlours; (11) Printing and publishing; (12) Veterinary clinic; (13) Parking garages and lots, bus depots; (14) Commercial plant nurseries, horticulture, retail sales of gardening supplies and produce, ancillary outdoor storage; (15) Bed and breakfast accommodation; and (16) One single-family residential dwelling per parcel, accessory to a use permitted in Section 9.3(a)(1) to (15) above. (

Issues:

- RM2 Zoning for Sager lands
- Multiple family zoning near Village core
- Too much commercially zoned land for trade area and size of community

Parks and Institutional Designation Objectives

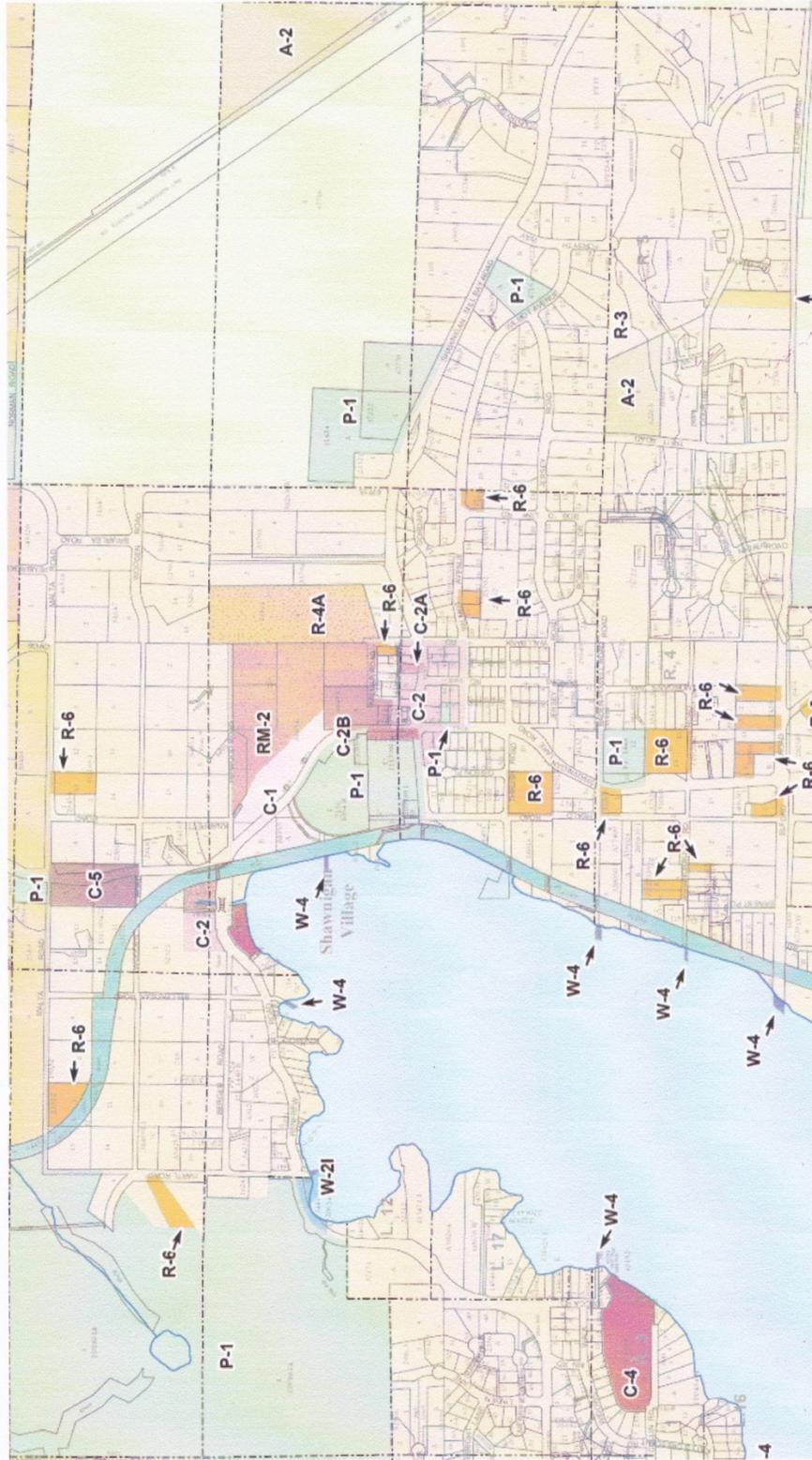
E. To provide safe pedestrian and cycling trails in Shawnigan Village, between commercial areas, parks and residential neighbourhoods;

F. To designate lands for rail transportation use to promote rail transit;

Issues:

Status of Policy F

Shawnigan Village: Current Zoning



Excerpt from CVRD Zoning Map, Area B (Central) (September 18, 2019)

<https://www.cvrdb.ca/232/Zoning-Bylaws>

4.10 Parks and Trails Master Plan

Priority Recommendations 2010 (Years 1 - 10)

- Acquire Elsie Miles School and surrounding property to supplement the existing Shawnigan Lake Community Centre and Dougan Park (complete).
- Proceed with Implementation of the Shawnigan Hills Athletic Park Plan.
- Update Masons Beach Park with the goal of improving safety and enhancing its role as a central recreational amenity. Pursue either a 'lease to occupy' or enter into an agreement with the Ministry of Transportation and Infrastructure
- acquire some or all of the road ends that abut Shawnigan Lake to facilitate improved public access to the lake for recreation.
- Undertake a Shawnigan Lake Boat Launch Facility Review to assess options and the capacity to relocate the existing boat launch at Shawnigan Wharf Park (Phase 1).
- Develop and improve Old Mill Park's lakefront amenities (washroom and change room facilities) to help take pressure off Masons Beach and Shawnigan Wharf Park as beach destinations.
- Improve public awareness for the Cowichan Valley Trail (CVT) and support the development of the Cowichan Valley Trail – CRD Connector by providing signage at key community trail connector locations in Electoral Area B neighbourhoods.
- Develop a multi-use rail/trail between Mason's Beach Park and Shawnigan Wharf Park along the E&N Rail Corridor.
- Upgrade Shawnigan Wharf Park to provide better separation of boating and swimming activities.

The Elsie Miles Park Concept plan, adopted 2017, includes:

- Rail Trail – under construction
- Shawnigan Pavilion – built
- Museum expansion
- Entry plaza/community gathering place
- Village Green or Gateway concept area with new playground, including natural elements
- Community Centre. There is a long-term vision for additional space for the Rec Centre, and to make the grounds more pedestrian friendly/less car-oriented, by incorporating benches, tables, reducing parking, etc. and to create more youth and senior's space
- Develop a multi-use rail/trail between Mason's Beach Park and Shawnigan Wharf Park along the E&N Rail Corridor. (started)
- Update Masons Beach Park with the goal of improving safety and enhancing its role as a central recreational amenity.
- Undertake a Shawnigan Lake Boat Launch Facility Review to assess options and the capacity to relocate the existing boat launch at Shawnigan Wharf Park (Phase 1).

Other relevant recommendations include:

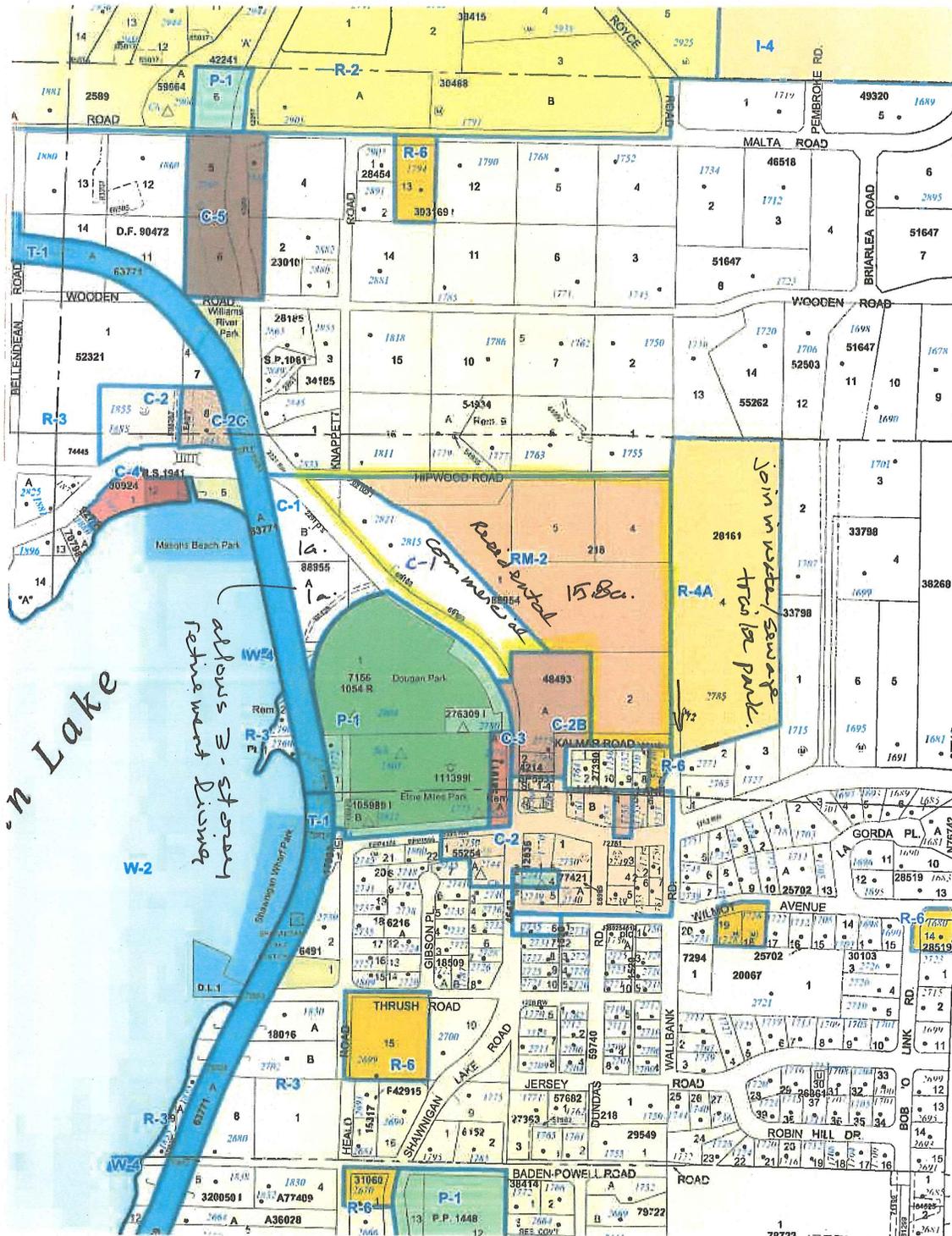
- Assess the addition of an outdoor theatre in either Dougan Park, the Elsie Miles School property, if acquired, or any other suitable park in Shawnigan Lake.
- The Trail Map (June 2010) has been updated to indicate the existing and proposed network for Shawnigan Lake Village. This does not include trail to Mason Beach Park (intersection of Renfrew and Cobble Hill Roads) – construction of this section ideally will take place in 2019

Issues identified by Parks and Recreation staff:

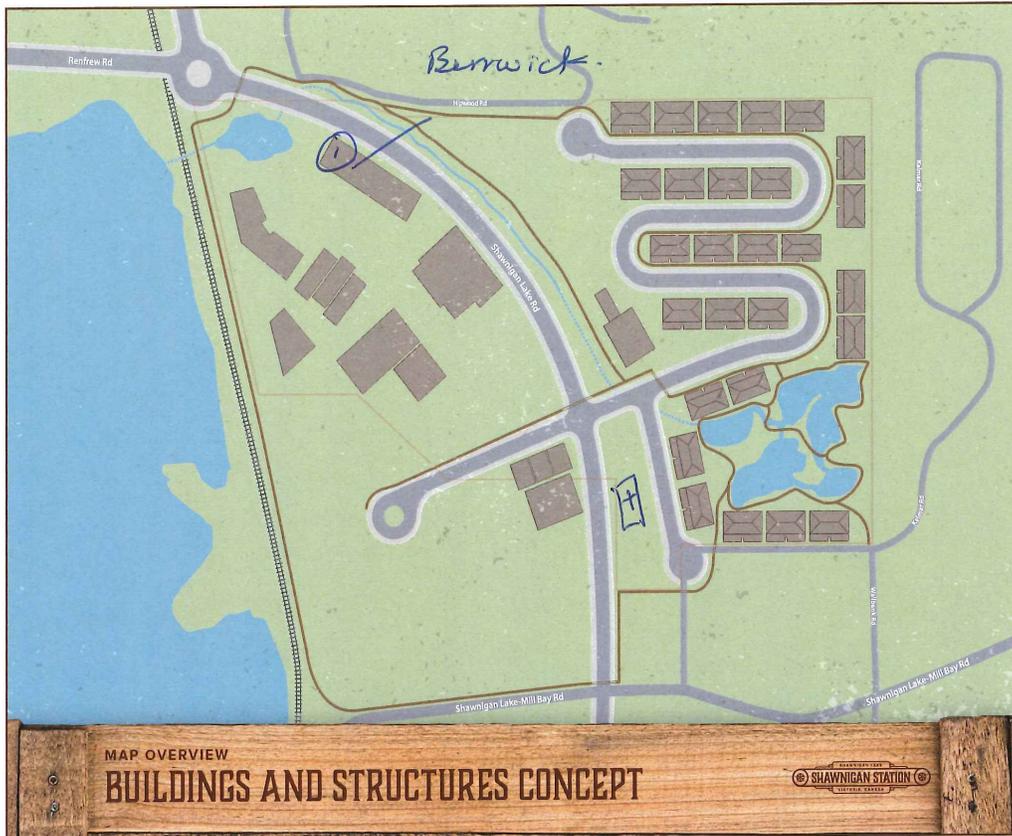
- a. Need a new home for the public boat launch (Danger of backing down to the lake alongside popular family swimming beach and Lack of parking for trucks and trailers once boats are launched)
- b. General connectivity (Development property to northeast of Dougan Park and community centre is required to provide an off-road link between Masons Beach Park and the intersection of Walbank and Kalmar Roads. Commitment secured through covenant or other means and Need for sidewalks and better connectivity for pedestrians between residential areas and the waterfront parks)

The Trail Map (June 2010) is updated to indicate the existing and proposed network for Shawnigan Lake Village.





Sager Property (in beige and white) east and west of Shawnigan Lake Road



① Seniors facility.

Youth practicality.

market space - covered.

Region - sewer grant.

Water tower - water pressure have a problem.

Trailer park - system is failing

Sager Property more recent alternate proposal