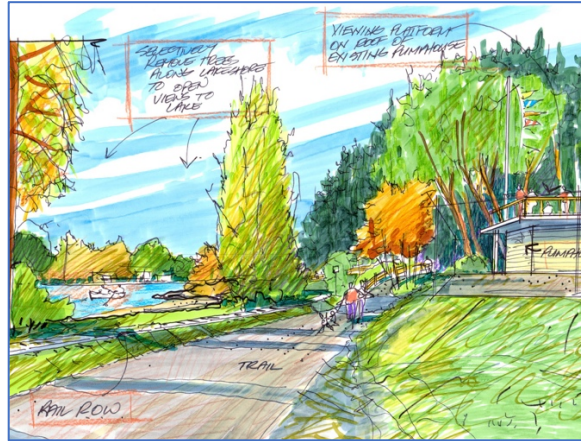


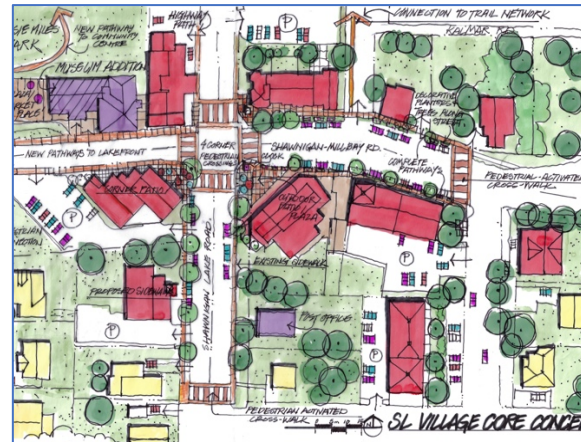
Shawnigan Lake

VILLAGE PLAN



Shawnigan Lake Design Charrette Study Area

Boundary



SL VILLAGE CORE CONCEPT

Acknowledgements



This *Shawnigan Lake Village Plan* was a collaborative effort between:

Cowichan Valley Regional District (CVRD)

the Shawnigan Lake Community

and

MVH Urban Planning & Design Inc.

In association with

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

For more information, please contact:

The Cowichan Valley Regional District at
info@cverd.bc.ca

Cowichan Valley Regional District and Project Team would like to acknowledge that the Shawnigan Lake Village is on the unceded territory of the Coast Salish Nations, including the Malahat, Cowichan, Tsawout, Tsartlip, Pauquachin, and others.

Draft date:

V5 January 10, 2020

CONTENTS

Acknowledgements

1.0 SUMMARY

1.1	The Plan.....	1
1.2	Act Now.....	2

2.0 PLAN FRAMEWORK

2.1	Purpose and Location.....	4
2.2	Opportunities and Challenges.....	5
2.3	Vision.....	7
2.4	Goals.....	7
2.5	Four C Approach.....	8
2.6	Summary of Improvement Themes.....	9

3.0 THE PLAN

3.1	Overview and Conceptual Site Plan.....	11
3.2	Six Activity Nodes.....	13
	3.2.1 Village Core (Old Village).....	13
	3.2.2 Community and Cultural Centre.....	13
	3.2.3 Viewpoint at Lakefront.....	13
	3.2.4 Government Wharf Beach.....	13
	3.2.5 Shawnigan Station and Lakefront.....	13
	3.2.6 Masons Beach Park.....	13
3.3	Ten Strategies.....	15
	3.3.1 Village Core streetscape improvements.....	15
	3.3.2 Community Centre and park improvements.....	18
	3.3.3 Village connection to lakefront.....	19
	3.3.4 Public waterfront and activities.....	23
	3.3.5 Trail connections and completion.....	26
	3.3.6 Design guide and building/site improvements.....	28
	3.3.7 Village mix of uses and innovative businesses.....	29
	3.3.8 Housing infill.....	30
	3.3.9 Shawnigan Station.....	31
	3.3.10 Policy amendments.....	34

4.0 ACTION PLAN

4.1	Overview.....	36
4.2	Organize for Success.....	37
4.3	Now Plan.....	38
4.4	Medium -Term Plan.....	40
4.5	Potential Funding Sources.....	41

APPENDICES: Engagement and Analysis

A. COMMUNITY ENGAGEMENT

A.1	Summary.....	47
A.2	Summer Events.....	49
A.3	Community Mapping.....	51
A.4	Design Visualization with Artists.....	53
A.5	Visual Preference Survey.....	55
A.6	Shawnigan Lake Village Health Assessment Survey.....	62
A.7	Community Design Charrette.....	69

B. BACKGROUND ANALYSIS

B.1	Overview.....	70
B.2	History and First Nations Roots.....	70
B.3	Watershed and Environment.....	73
B.4	Population and Employment Projections.....	74
B.5	Business and Mix Review.....	75
B.6	Sanitary Sewer.....	80
B.7	Water Capacity.....	80
B.8	Transportation and Mobility.....	81
B.9	Official Community Plan and Zoning.....	98
B.10	Parks and Trails Master Plan.....	107
B.11	Affordable Housing Summer Engagement.....	110

1.0 SUMMARY

1.1 The Plan

This Plan is about action. It starts now. A total of nine public and stakeholder engagement opportunities helped shape this plan over the past nine months. From the Doug Griffiths' presentation in early April to Canada Day on July 1st, 2019 and an interactive Community Design Charrette from October 17th to 19th, 2019 residents, visitors, and businesses contributed ideas and suggestions. Supplemental site and policy analysis brought further local details to the Plan framework (*see Appendices A and B for details*). This Plan evolved into six activity nodes and ten strategies. This framework provides priority, choice, and necessary details for implementation now and in the future.

Six Activity Nodes:

1. Village Core (Old Village)
2. Community and Cultural Centre
3. Viewpoint at Lakefront
4. Government Wharf Beach
5. Shawnigan Station and Lakefront (land north of existing Village area)
6. Masons Beach

Ten Strategies:

1. Village Core streetscape improvements
2. Village and Community Centre improvements
3. Village connection to lakefront
4. Public waterfront and activities
5. Village mix of uses and innovative businesses
6. Design guide and building/site Improvements
7. Trails connections and completion
8. Housing infill
9. Shawnigan Station (land north of existing Village area)
10. Policy amendments

This Plan links the six activity nodes by a comprehensive trail network to create a cohesive and concentrated Village area, while conserving the balance in a natural rural setting. The strategies provide necessary details for implementation and are based on community input. These strategies will enrich and improve the Shawnigan Lake community while retaining its unique character and qualities - keeping the essence of Shawnigan. In addition to this Plan, the separate *Shawnigan Lake Village Design Guide* gives detailed direction to future development and improvements in the Village Plan area.

1.2 Act Now

The implementation strategy is practical and has been scrutinized by community members and the advisory committee to ensure it is real and can be acted on immediately, while having other medium-term actions. The Action Plan takes a four-pronged approach (see *Chapter 4* for details):

1. Organize and communicate for success;
2. Plan immediate actions to build momentum – the Now Plan;
3. Create a medium-term action plan that shapes longer term initiatives; and
4. Support development through design guidelines (see separate document: *Shawnigan Lake Village Design Guide* for details).

Organization	Description
1. ORGANIZE FOR SUCCESS	Develop “Think Shawnigan” (a coalition of groups) to champion the action plan
2. MARKETING	Brand and market the Village area to reinforce its uniqueness and attractiveness
3. COMMUNICATIONS	Improve outreach with the community through social media and other means

Now Action Plan (1 year)	Description
1. FOUR CORNERS	Implement outdoor patios at the four corners intersection featuring public art and information kiosk(s)
2. PEDESTRIAN SAFETY	Encourage walking and bicycling by completing sidewalks/pathways, installing bike racks, lighting, and pedestrian-controlled crosswalks
3. TRAIL NETWORK	Complete Rail Trail from Masons Beach to Old Mill Park and further develop “Village Loop Trail” and “Grand Loop” trail systems as well as signage and trailhead facilities
4. COMMUNITY CENTRE AND LAKEFRONT	Amend CVRD Parks Bylaw 738 to support commercial uses and services (e.g., food trucks, buskers, farmers’ markets, craft markets, artists and pop up vendors, shipping containers for retail / boat rentals) and enrich indoor and outdoor design and programming at the Community Centre and adjoining Elsie Miles Park
5. MOVABLE SEATING	Purchase movable chairs for the Village – bright red, blue and yellow and recruit businesses to manage storage and upkeep
6. PUBLIC ART	Encourage public art / murals installations; facilitate and integrate public art throughout the community, and showcase local art
7. SIGNAGE/ WAYFINDING	Develop prominent and effective wayfinding (directional) and interpretive information signage (e.g., Information kiosk with community map and community events)
8. LAKE VIEWS	Open lake views from the Village Centre and other areas by selective pruning and rail area cleanup
9. BEAUTIFICATION	Add to public space (community piano, murals, trees, planters, painted crosswalks, and memorial benches)
10. PARKING	Provide information on location of parking lots and business owners to work on parking policies (e.g., positive signage opportunities and commuter parking options)
11. ECONOMIC DEVELOPMENT	Permit kayak rentals, waterfront seasonal coffee shop, bike repair/rentals, pop-up market and other uses to contribute to Village vibrancy and offerings
12. SHAWNIGAN STATION	Encourage residential and/ commercial development with on-site wastewater management or prepare to partner on a community wastewater system

13. ENVIRONMENT	Protect nature and enhance lakefront which may include lakefront clean-up, movement of boat launch, and catchment of refuse at Shawnigan Creek
14. POLICY	Amend statutory documents to enable actions

Medium Term (3 years)	Description
1. COBBLE HILL ROAD INTERSECTION	Complete further study to ensure the intersection can accommodate cars and potential train reactivation
2. PARKING	Identify further land acquisitions for parking
3. FUNDING STRATEGY	Create a Shawnigan Lake funding strategy
4. WASTEWATER	Develop a community wastewater system
5. INCORPORATION	Explore incorporation options
6. MUSEUM PLAZA	Revitalize Centennial Plaza in association with the expansion of the Museum
7. SHAWNIGAN – MILL BAY LOWER ROAD + VIEWPOINT	Promote development of small retail “cottage” buildings for studios, galleries + shops; Develop pathway from the Museum to lake with viewpoint at lakefront
8. LAKEFRONT: MEETING PLACE AND BOAT HOUSE	Develop a funding program and more detailed plans to consider a dance hall over a boat house that was historically located on the lakefront. The proposal is to re-establish the new building at Government Wharf Beach.



Shawnigan Station and Lakefront early conceptual ideas north of historic Village

2.0 PLAN FRAMEWORK

2.1 Purpose and Location

The purpose of the *Shawnigan Lake Village Plan* is to provide a conceptual design framework for the Village. This includes a separate document – The *Shawnigan Lake Village Design Guide* which provides further design directions. This Plan is meant to inform potential amendments to the *Shawnigan Lake Official Community Plan* and the *Zoning Bylaw*.

The Shawnigan Village Plan area is illustrated on the accompanying map below. The south part of the study area consists of the Village core area along Shawnigan-Mill Bay Road to Wallbank Road, south to Wilmot Avenue, west to Shawnigan Lake Road, south to Thrush Road and west to the Government Wharf at the lakefront. The north part of the study area extends along Wallbank Road to Hipwood Road, then west along Hipwood Road, Renfrew Road and Berger Road to Bellendean Road, and finally south along Bellendean Road to the lakefront.



2.2 Opportunities and Challenges

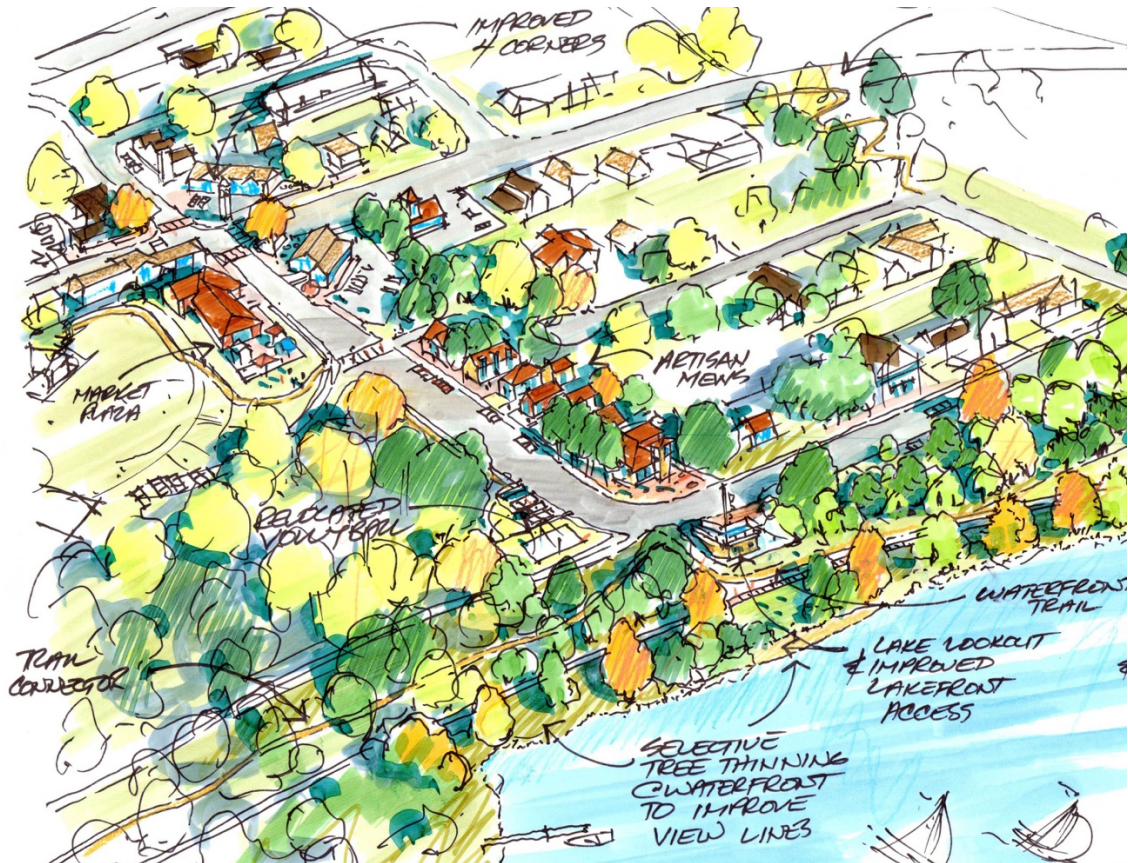
The following is a preliminary list of opportunities and challenges that are the result of site analysis and community engagement (see *Appendices A and B*).

Opportunity	Challenge
<p>Village Streetscape Improvement</p> <ul style="list-style-type: none"> • Sidewalks, meeting places, washrooms, and public art • Traffic calming in Village • Garbage cans and bike racks 	<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 • RCMP access/egress to their site
<p>Village Programming (for all)</p> <ul style="list-style-type: none"> • Places to meet and greet • 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
<p>Community Centre and Park</p> <ul style="list-style-type: none"> • Walking connection to Village core • Programming for Culture • Expansion of Park activities • Skate park/ outdoor theatre • Farmer's Market by Museum • Centennial Plaza improvements 	<ul style="list-style-type: none"> • Existing Elsie Miles Park has no pathway to Village • Programming of outdoor space is limited • Visual connection to Village core is blocked by buildings • Limited pathways along lower Shawnigan Lake – Mill Bay Road • Grade change by Museum to park
<p>Housing Choice and Diversity</p> <ul style="list-style-type: none"> • Variety of choices • Location close to services • Seniors • Infill of existing housing assuming community wastewater treatment • Affordable housing (below market) 	<ul style="list-style-type: none"> • No sanitary sewer and protection of lake water and watershed • Affordability • Types and tenures (rental and ownership) • Limited back lanes and steep grades on some housing sites
<p>Wayfinding and Welcome</p> <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
<p>Public Waterfront and Activities</p> <ul style="list-style-type: none"> • Washrooms • Boat launch relocation • New docks/ non-motorized craft • Beaches and lookouts • Picnic areas and parking 	<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 storm events
<p>Village connection to Lakefront</p> <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

Opportunity	Challenge
<p>Trails connections and completion</p> <ul style="list-style-type: none"> • Railway trail • Connections to park and other parts of Village (short/longer trail loops) • Increased safety, improved livability, and less need for vehicles 	<ul style="list-style-type: none"> • Railway ownership and safety as well as uncertainty regarding whether the railway will run again • Highway rural design standards and safety • Connections through private property • Topography and steep slopes
<p>Masons Beach</p> <ul style="list-style-type: none"> • Improve access and parking • Improve pedestrian crossing • Provide washrooms/change rooms • Railway trail connection to Village • Create some parking on Masons Beach side of road 	<ul style="list-style-type: none"> • High volume intersection at Cobble Hill Road • Pedestrian crossing at intersection • Parking is across Shawnigan Lake Road • Visibility at the curve in the road • Hazard for pedestrians on the existing south shoulder adjoining Masons Beach
<p>Village Use Mix and Innovative Business</p> <ul style="list-style-type: none"> • Existing business retention and support • Local grocer, shoe repair, and drycleaners • Shared workspace • Create opportunities for home-based businesses 	<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
<p>Building improvements</p> <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
<p>Public parking</p> <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
<p>Grants and Funding</p> <ul style="list-style-type: none"> • Possible provincial and federal grant opportunities for projects • Potential funding (see Section 4.5 – Potential Funding Sources) 	<ul style="list-style-type: none"> • Grant accessibility and grant writers • Grant qualifications and eligibility

2.3 Vision

Conserve the unique identity of the Shawnigan Lake community, while improving vibrancy, physical and social connectivity, safety, and the environment. **Keep it Shawnigan!**



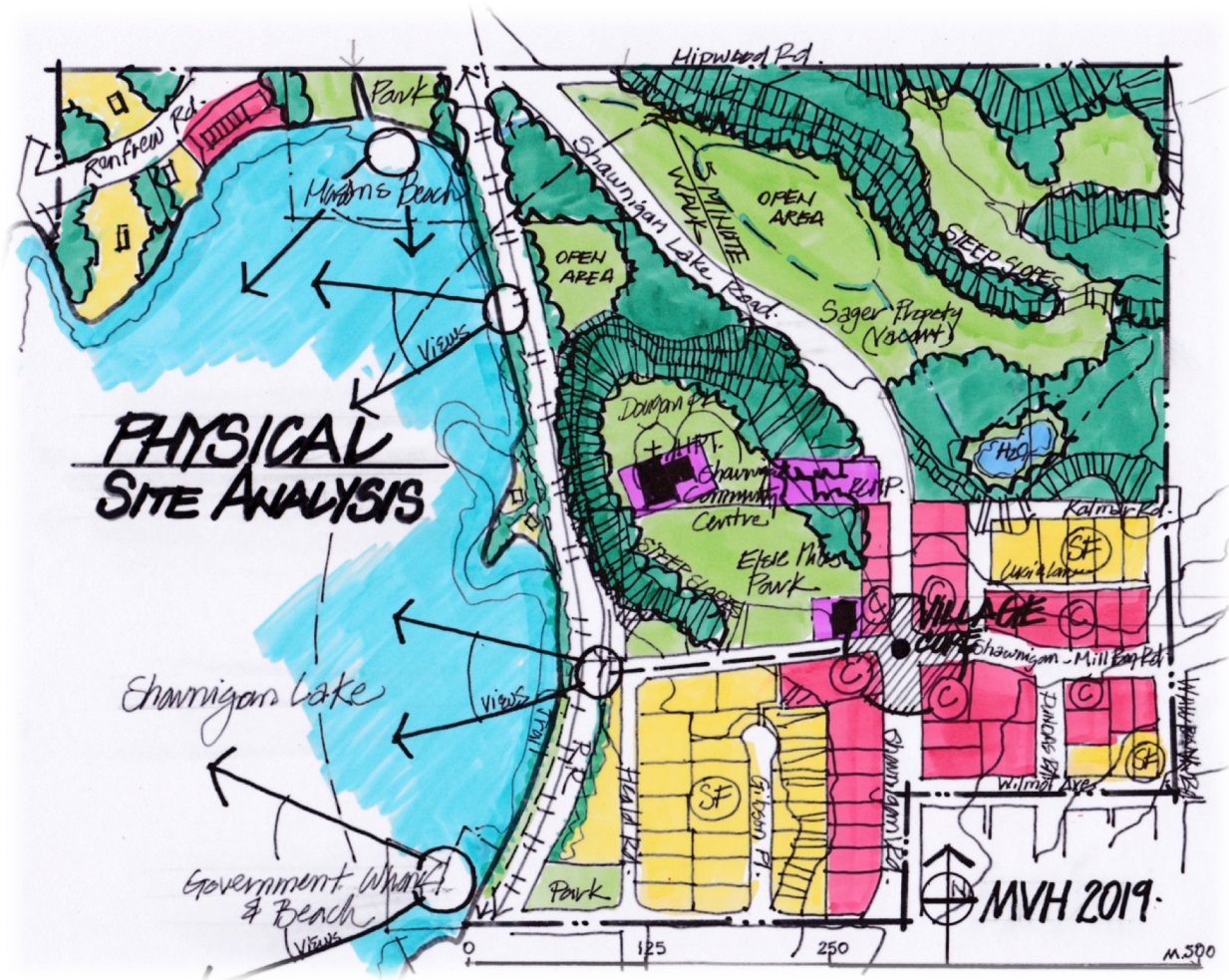
Core area vision for Shawnigan Lake Village conserves its scale and character

2.4 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

2.5 Four C Approach

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 in the activity nodes
4. Complement the existing character, form and structure of the Village



Conservation of landscape character and connection to the lakefront are important in this Plan

2.6 Improvement Themes

- **Safe Streetscape in Village and along Shawnigan Lake Road**
Invest in improved four corners, crosswalks, meeting places, parking, patios, and street sidewalks/pathways
- **Lakefront**
Improve public access, beach extensions, and complete waterfront rail 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, and 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, and other business uses that create a more complete village and attractions for visitors



A constant loop of discussion, design, refinement, and review took place with stakeholders and the community during the *Shawnigan Lake Village Community Design Charrette* process from October 17th to 19th, 2019.

3.0 THE PLAN

3.1 Overview and Conceptual Site Plan

The concept plan consists of six activity nodes that will concentrate development and improvements, so that the balance of the area can be sensitively developed in a recreation or local/rural way. A local “Village Loop” will create a trail network that will connect the six activity nodes. Each activity node is unique and has suggested improvements that match its existing or aspirational character and detailed in **Section 3.1 – Six Activity Nodes**.

The Plan is further detailed in **Section 3.2 - Ten Strategies** that provide the planning and concept design initiatives that were developed with the Shawnigan Lake community and the advisory committee.

The Vision for Shawnigan Lake Village as illustrated below essentially reflects the most important value that we heard from the community – “Keep Shawnigan” – its character, its unique feel, and its sense of place.



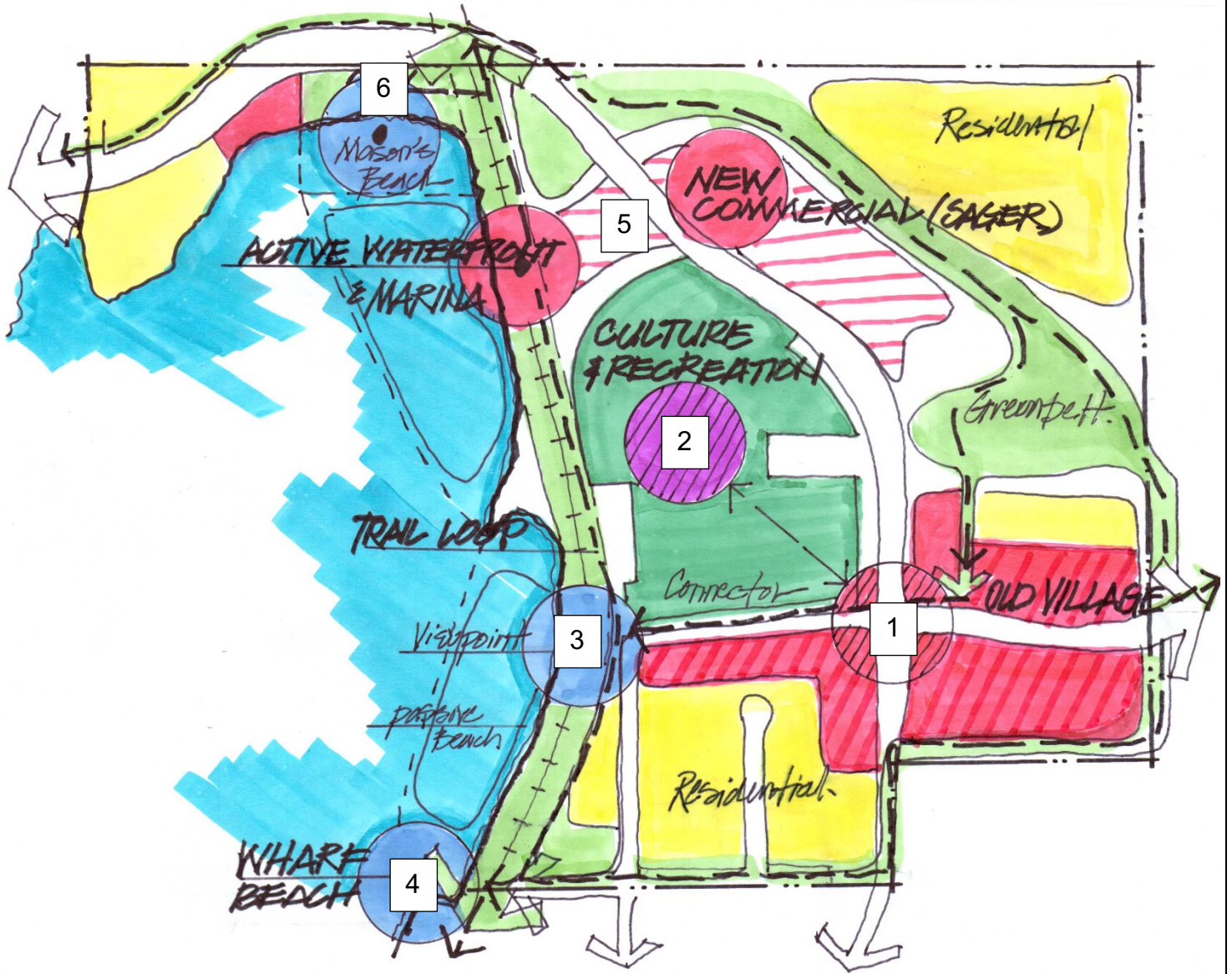
The full Vision for Shawnigan Lake Village Core area retains its unique character

The *Conceptual Site Plan* below illustrates a complete picture of all the strategies, while conserving the unique character of Shawnigan Lake Village. This Plan is a framework for further detailed planning and design that require further discussion and refinement prior to implementation.



3.2 Six Activity Nodes

- 3.2.1 Village Core (Old Village):** This older core area consists of the intersection of Shawnigan Lake Road and Shawnigan-Mill Bay Road and the commercial uses in that area. This is where the unique and historical business section of Shawnigan Lake is centred. Its character should be conserved, and pedestrian safety should be improved (see *Strategy #1*).
- 3.2.2 Community and Cultural Centre:** The Community Centre, and the surrounding Elsie Miles Park, is the community heart and should be enhanced to include cultural components, increased outdoor facilities including a skate park among other elements (see *Appendix B: Park and Recreation Master Plan as well as Strategy #2*).
- 3.2.3 Viewpoint at Lakefront:** The connection between the Village Core and the lakefront, terminating in a viewpoint and lookout at the water pump station, will visually and physically connect the two important activity areas. Activating lower Shawnigan-Mill Bay Road with sidewalks/pathways on both sides and introducing the possibilities of small retail and bed & breakfast establishments along the road, will further reinforce the connection to the lake and attractiveness of the road (see *Strategy #3*).
- 3.2.4 Government Wharf Beach:** This beach is the major public waterfront beach in the Village. Extending the beach, improving the parking, providing washrooms/change rooms, relocating the boat launch and possibly introducing a dance hall/boat house structure for non-motorized boats rentals would improve the beach public safety and access (see *Strategy #4*).
- 3.2.5 Shawnigan Station and Lakefront:** The Shawnigan Station has had redevelopment aspirations for a long time. Environmental constraints and wastewater management have been two major obstacles to development. The concept proposal in this Plan assumes a community wastewater management system and environmental clean-up is complete. The proposal includes commercial retail and offices, complemented by a senior's apartment complex, rental apartments, townhouses, and a waterfront hotel/Inn with an accompanying marina (see *Strategy #9*).
- 3.2.6 Masons Beach Park:** Masons Beach Park is another lakefront treasure for many Shawnigan Lake families and visitors. The proposed rail trail connection south to the Village Core, improved pedestrian access, and parking as well as park facilities such as public washrooms/change rooms will make the beach park safer, more accessible, and complete (see *Strategy #5*).



Six "Activity Nodes" Concept focuses improvements and development

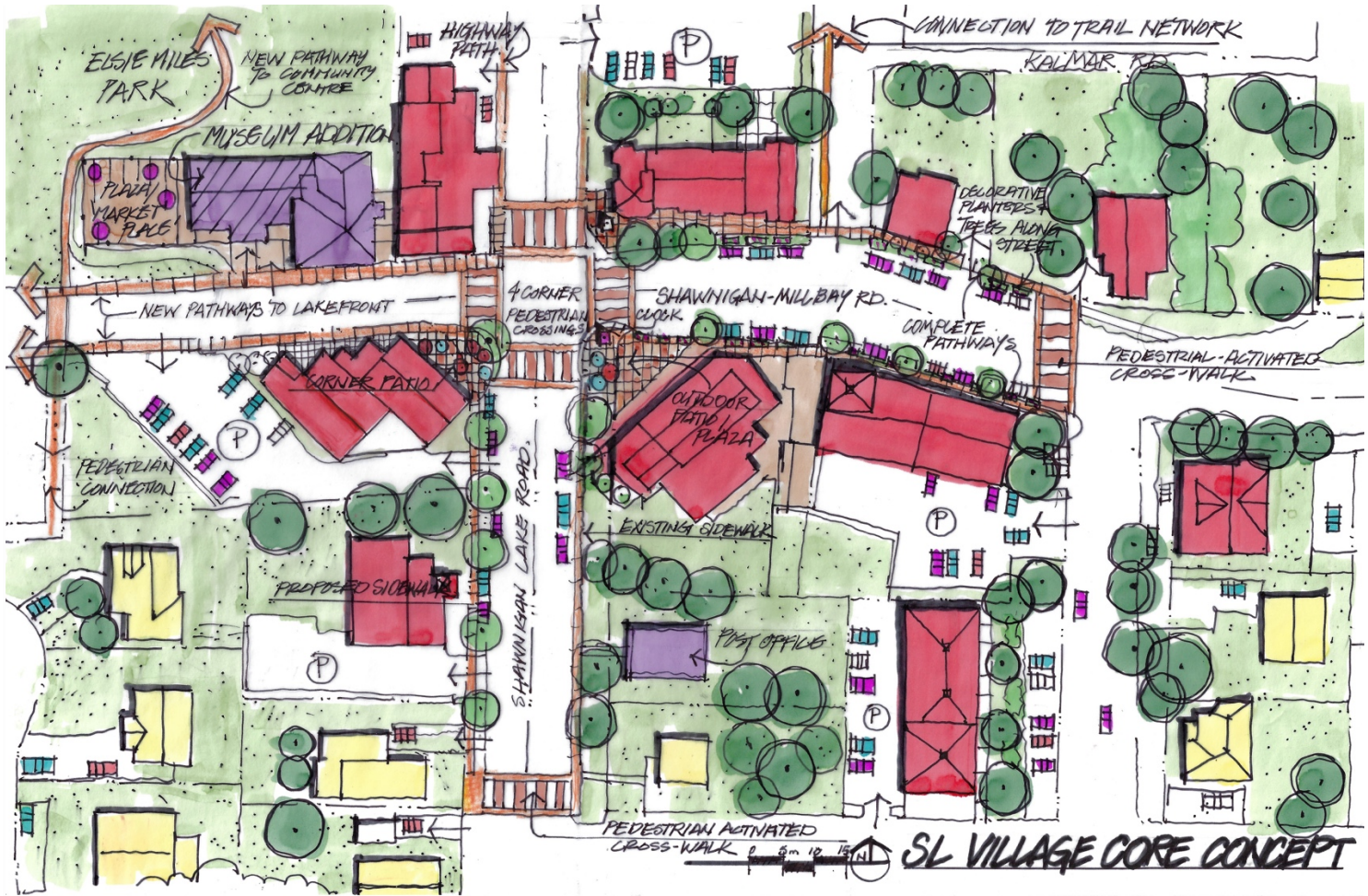
3.3 Ten Strategies

The ten strategies that follow combine practical and affordable ideas for immediate action with longer term aspirational visions that are generally more complex, require more resources, and sometimes require interjurisdictional approvals.

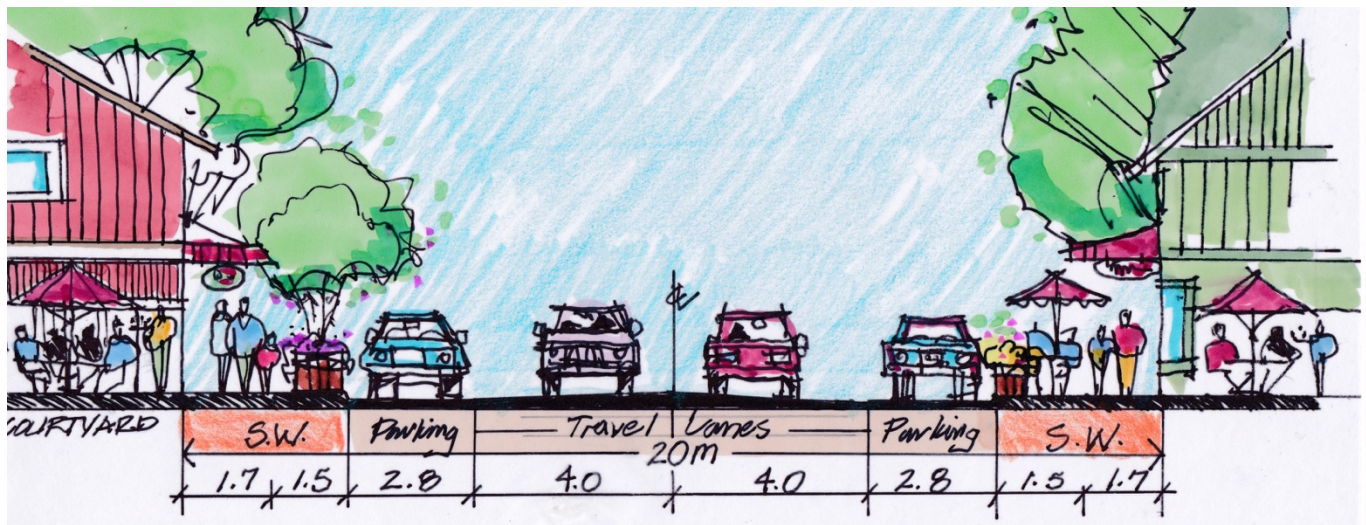
3.3.1 Village Core streetscape improvements: Physical improvements for pedestrian safety and improved access to the stores and businesses in the Village Core area were common themes throughout community discussions. There are a number of considerations in improving the streetscape as illustrated in the accompanying *Village Core Concept plan* and the proposed *improved road section* illustration through Shawnigan-Mill Bay Road.

The improvements include the following:

- Sidewalks/pathway connections along the front of the businesses, completing the sidewalk/pathway on the west side of Shawnigan Lake Road to Wilmot Avenue; extending and connecting the sidewalks in front of the Pharmacy on the north side of the Shawnigan-Mill Bay Road and on the south side of the road in front of the Subway to Wallbank Road (*see Village Core Concept plan below*)
- Four corners crosswalks on all four corners to improve all way pedestrian movement across the intersection
- Two outdoor patio and plaza places at the southwest (General Store) and southeast corners (Subway block) *see illustrative perspective sketch below*. The concept illustration shows the patios/plazas include outdoor patio furniture, a specimen shade tree in front of the General Store, and a clock tower or uniquely designed information kiosk in front of the Subway block. Edge delineation will be important with bollards or a decorative rock wall.
- North pedestrian/bike roadside pathways on both sides of Shawnigan Lake Road north of “Four Corners” to Masons Beach Park (*see Village Core Concept plan on next page for land uses, parking locations, pathways/sidewalks, and crosswalks*)
- Sidewalks/pathway connections on lower Shawnigan Lake-Mill Bay Road to the lakefront (*see Strategy #3 for further details*)
- Pedestrian activated crosswalks at Wallbank Road and Shawnigan-Mill Bay Road at the east end of the Village and at Wilmot Avenue and Shawnigan Lake Road on the south end of the Village Core
- Selective street tree planting and planters where possible
- Pedestrian scale lighting, movable seating, bike racks, and trash receptacles in the Village Core area
- Wayfinding and public parking signage (*see Shawnigan Lake Village Design Guide for further details*) as well as signage for the Village Trail Loop and the Grand Trail Loop.



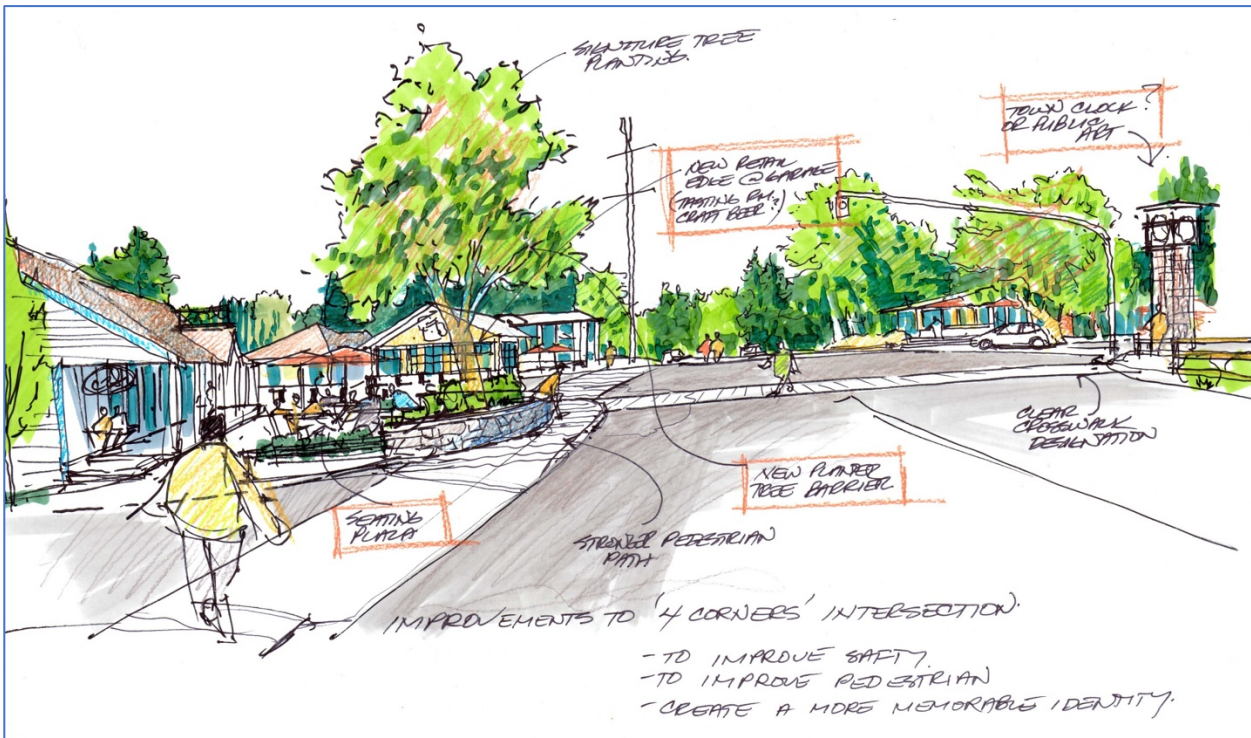
Shawnigan Lake Village Core Concept Plan improving the streetscape, safety, and meeting places



Proposed Street Section across upper Shawnigan-Mill Bay Road with continuous sidewalks/pathways



Before: Photo of existing “Four Corners” intersection in Village Core area



After: Sketch perspective of improved intersection with plazas/outdoor patios and crosswalks

3.3.2 Community Centre and park improvements: A separate planning and design process reviewed the community centre and Elsie Miles Park surrounding it. A number of recommendations were made that align with this Shawnigan Lake Village Plan community concerns and ideas.

The improvements include the following:

- Connect Elsie Miles Annex and the Community Centre with a pathway, landscaping and improved parking lot design by moving the electric vehicle parking to the east side of the Community Centre
- Complete the Shawnigan Lake Museum expansion
- Enhance the Centennial Plaza (including public washrooms) on the west side of the Museum building as a community gathering place which could be used for a farmer's market, play court, and for community celebrations
- Incorporate a pedestrian trail from the Museum to the Community Centre through Elsie Miles Park
- Develop a Village Green area with a new playground including natural elements and a possible water park
- Further refine a long-term vision for additional Community Centre space, and making the grounds more pedestrian friendly/less car-oriented, by incorporating benches, tables, and creating more senior's space and considering a skateboard park for youth.



Further improvements to the Community Centre and Elsie Miles Park

3.3.3 Village connection to lakefront: The visual and physical connection to the lakefront from the Village Core area can be significantly improved through a number of initiatives that collectively will make the lower Shawnigan- Mill Bay Road safer and more appealing for pedestrians.

The improvements include the following:

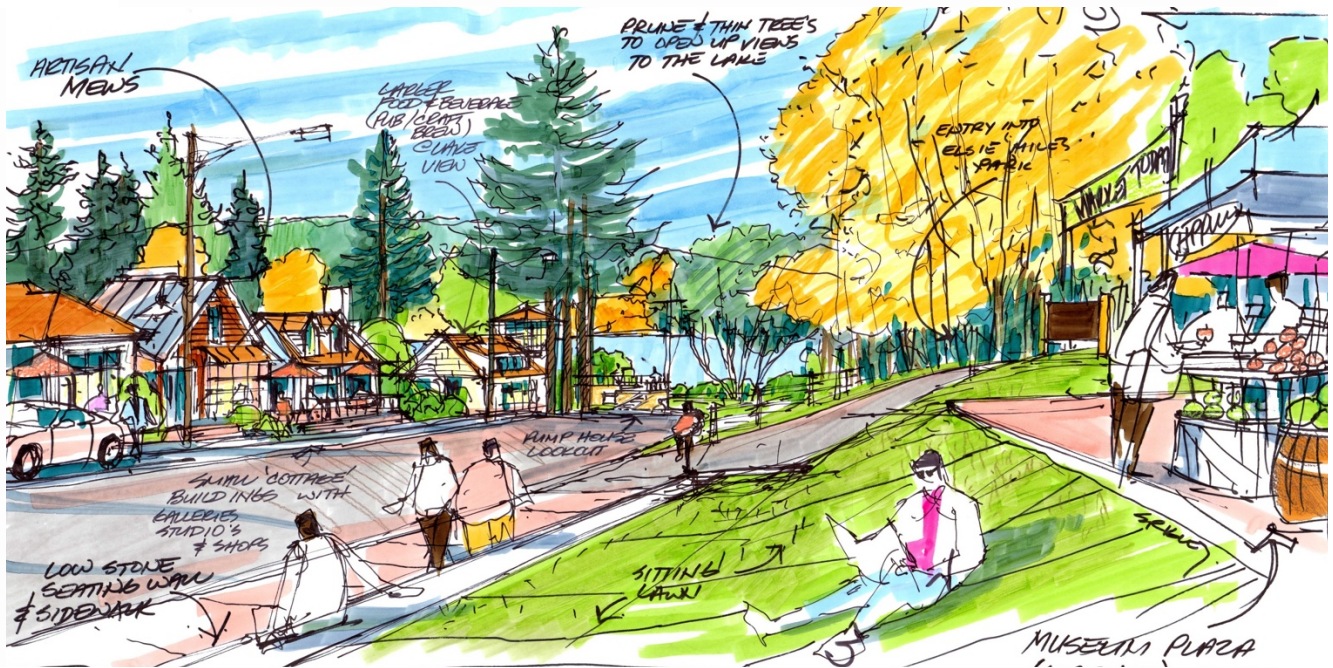
- A sidewalk/pathway on both sides of the lower Shawnigan Lake-Mill Bay Road (*see illustrated section below*)
- A proposed reuse of two properties on the south side of the Road to be converted to a series of retail cottages, courtyards, and a potential bed & breakfast use. This proposal would require rezoning the properties and other potential policy changes. This idea would create an attractive and safer walking experience to the lakefront and connect the Village Core with the lakefront (*see proposed retail and road character illustrations*)
- The road end could consist of a viewpoint and lookout, careful pruning (or selective removal) of water edge trees and retention of the spectacular arbutus trees surrounding the proposed lookout. The lookout possibly could be built over or beside the water pump station (*see accompanying sketches*)
- The terminus of the Shawnigan Lake-Mill Bay Road would also include a potential volleyball court in the green open space on the north side of the road, along with parking for visitors.



Concept Plan for lower Shawnigan-Mill Bay Road improvements with sidewalk/pathways and commercial uses on south side of road with terminus lookout and viewpoint



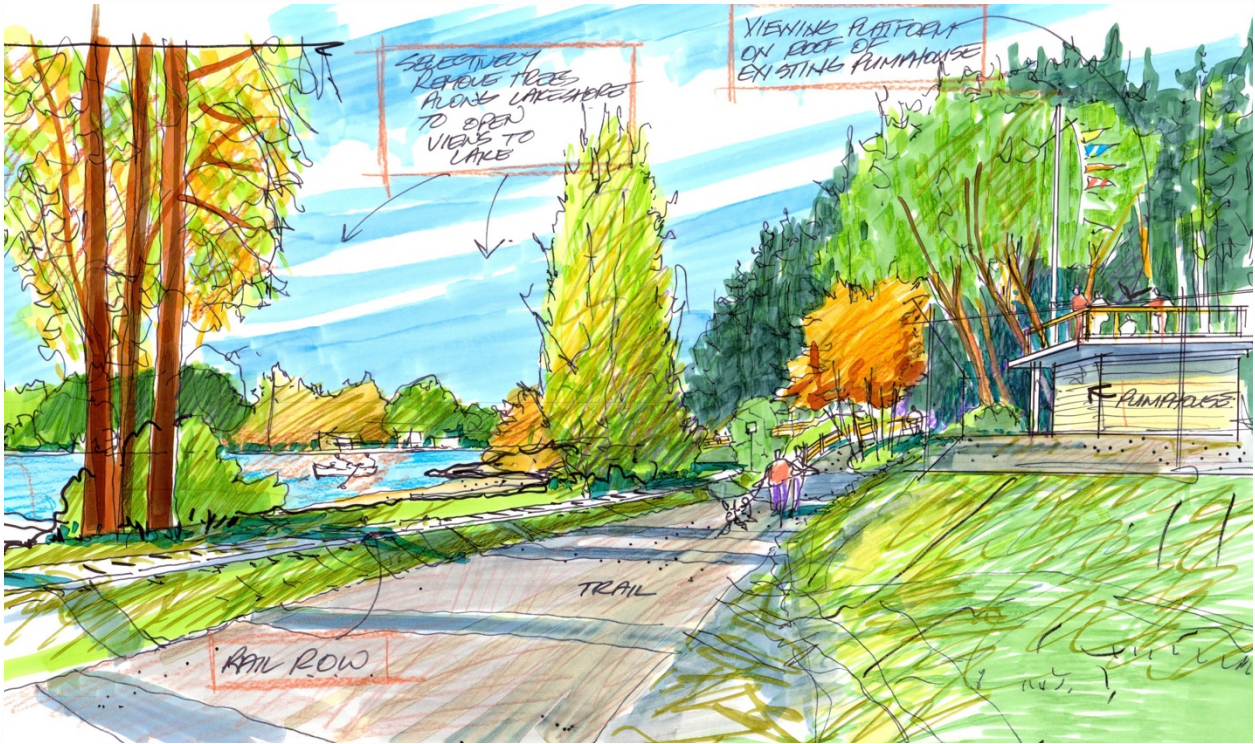
Before: Photo of existing lower Shawnigan-Mill Bay Road looking southwest from Elsie Miles Park



After: Upgraded sidewalks/pathways along lower Shawnigan-Mill Bay Road to lakefront with potential small-scale commercial uses on south side of the road and farmers market in Centennial Plaza on west side of the Museum – right side of image



Before: Photo of existing lakefront trail looking west towards water pump station



After: Proposed new viewing platform on the roof or beside the water pump station at the terminus of lower Shawnigan- Mill Bay Road with possible beach access and selective removal of trees



Section of lower Shawnigan-Mill Bay Road by Elsie Miles Park illustrating new sidewalk/pathways and new small-scale commercial uses on south side of road

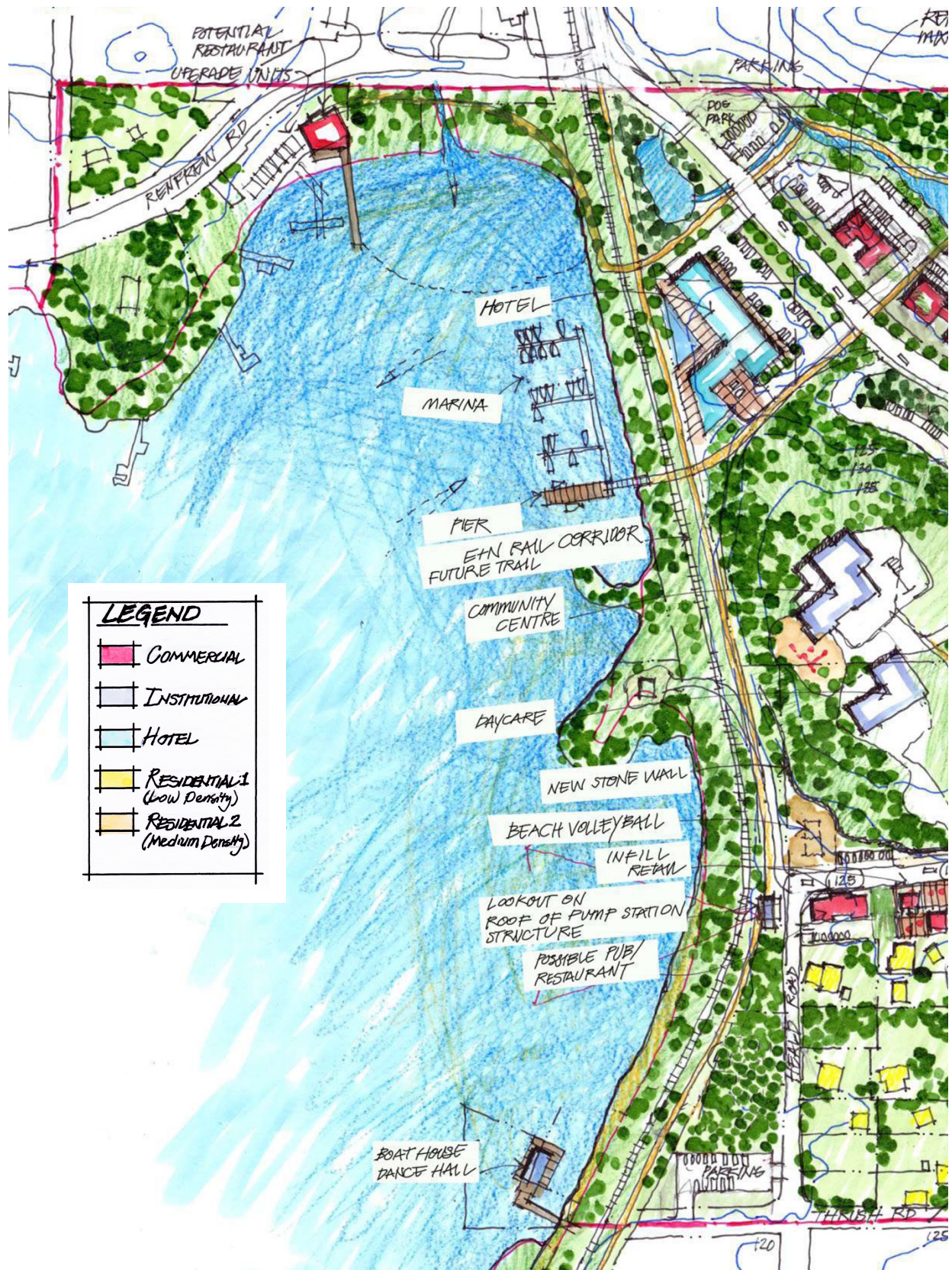


Longitudinal concept section down Shawnigan-Mill Bay Road illustrating potential new small-scale commercial storefronts

3.3.4 Public waterfront and activities: The lake and beaches make Shawnigan Lake what it is – there is a natural magic along the water’s edge that draws residents and visitors back again and again. Here is an opportunity to increase the public interface with the water yet continue to protect its purity and natural qualities. Visibility, contact, and separation at points is all part of the lakefront character at Shawnigan.

The improvements include the following:

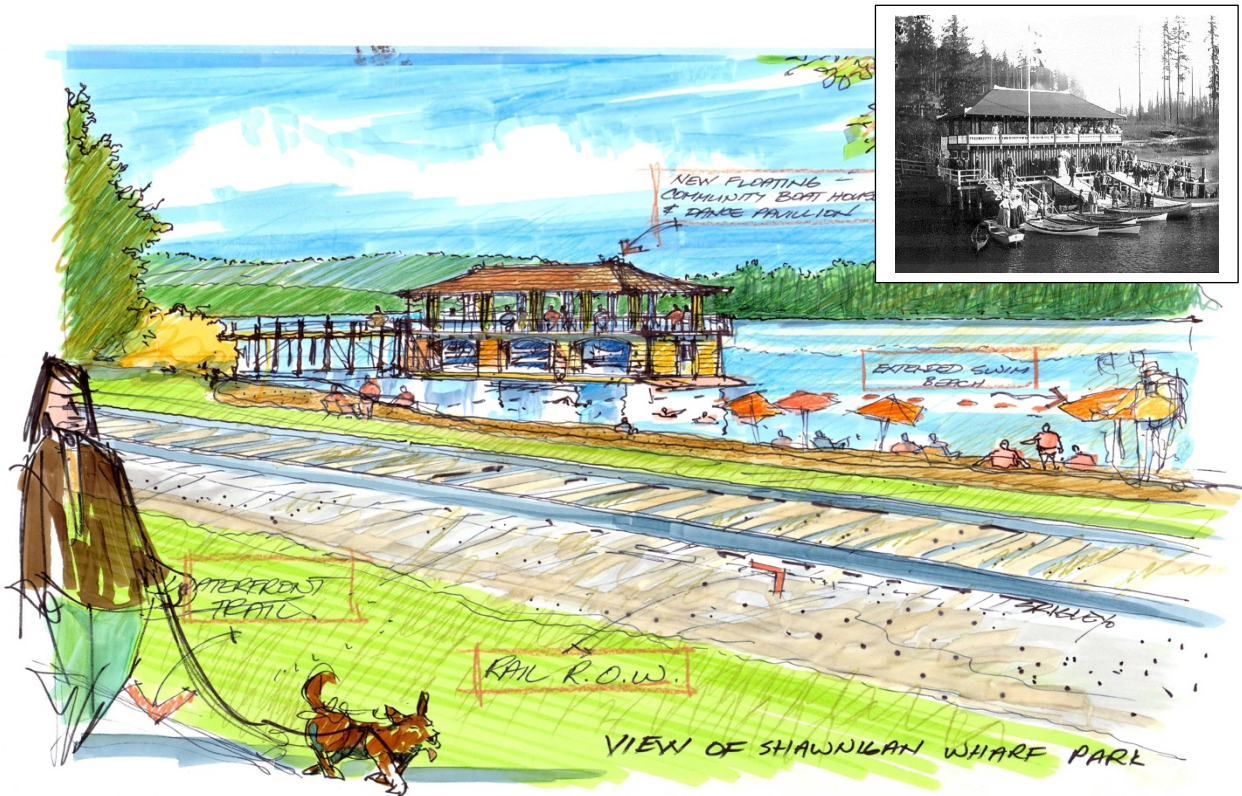
- The extension of the rail pathway north of its existing location to Masons Beach (proposed for 2020) (*see perspective sketch of proposed trail extension*)
- The extension of the rail pathway south to Old Mill Park (proposed for 2021)
- A northern extension of the beach at the Government Wharf area (*see Lakefront Concept Plan on next page*) and the addition of public washrooms and change rooms
- Reservation of the existing boat launch at the Government Wharf exclusively for Fire Department use and relocation of the public boat launch across the lake at the Provincial Park, as its present location is unsafe for swimmers and other waterfront activities
- Re-designation of Government Wharf Beach as a non-motorized watercraft beach for environmental and safety reasons
- Detailed design and construction of a non-motorized boat house and dance hall based on historical precedent to bring activities and boat rentals to the beach area (*see historical photo and sketch perspective of proposed dance hall/meeting place/boat house*)
- The enlargement of the Government Beach parking lot and relocation of the beach volleyball to the foot of Shawnigan-Mill Bay Road
- As mentioned in Strategy #3, development of a lookout and possible beach area at the end of Shawnigan-Mill Bay Road with selective tree pruning or removal of some of the water’s edge deciduous trees, while retaining the significant arbutus and coniferous trees
- Development of a potential marina along the lakefront portion of the Shawnigan Station
- The installation of a buoy-like feature across the bay in front of Masons Beach to catch litter and other refuse before it enters Shawnigan Creek
- Improvement of access, parking, and facilities at Masons Beach including public washrooms/change rooms, improving the pedestrian crossing at Shawnigan Lake Road/Renfrew Road, and improving parking and signage associated with the beach and facilities.



Lakefront Concept Plan with extended beach, continuous trail, and waterfront programming



Before: Photo of existing Government Wharf and beach area along lakefront

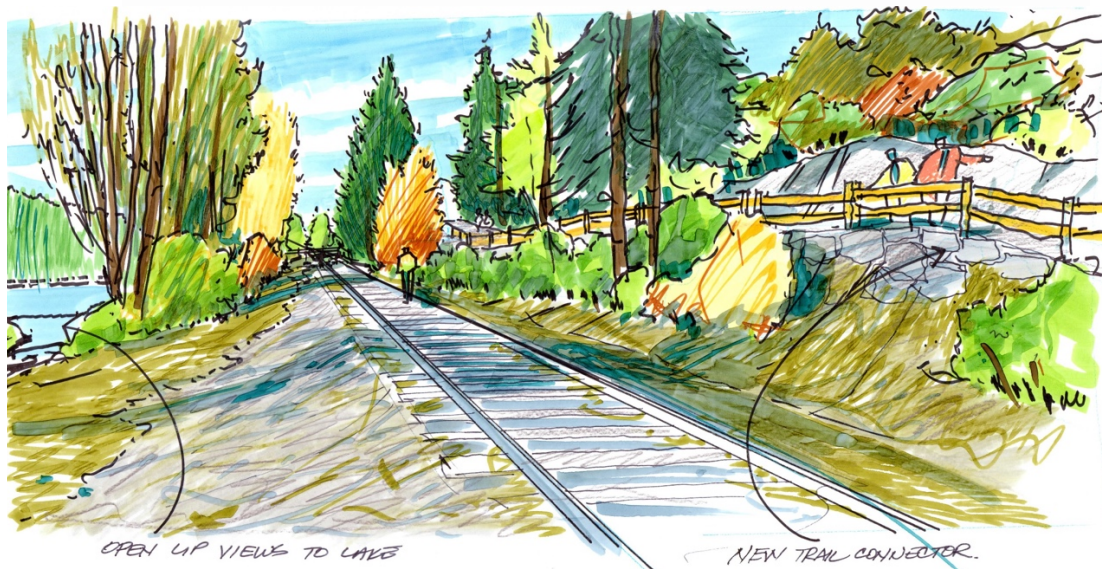


After: Historic photo (upper right) and new dance hall and non-motorized boat house with extended beach area

3.3.5 Trails connections and completion: One of the clear opportunities to advance a pedestrian-friendly community is to complete a local and regional network of trails. The trail system is partially complete but a “Village Loop” and “Grand Loop” trails concept provides both a local and regional trail connection network. These trails can be interlinked with the Vancouver Island trail network along the Railway and the Cowichan Lake Trail (see *Trails Concept Plan on next page*).

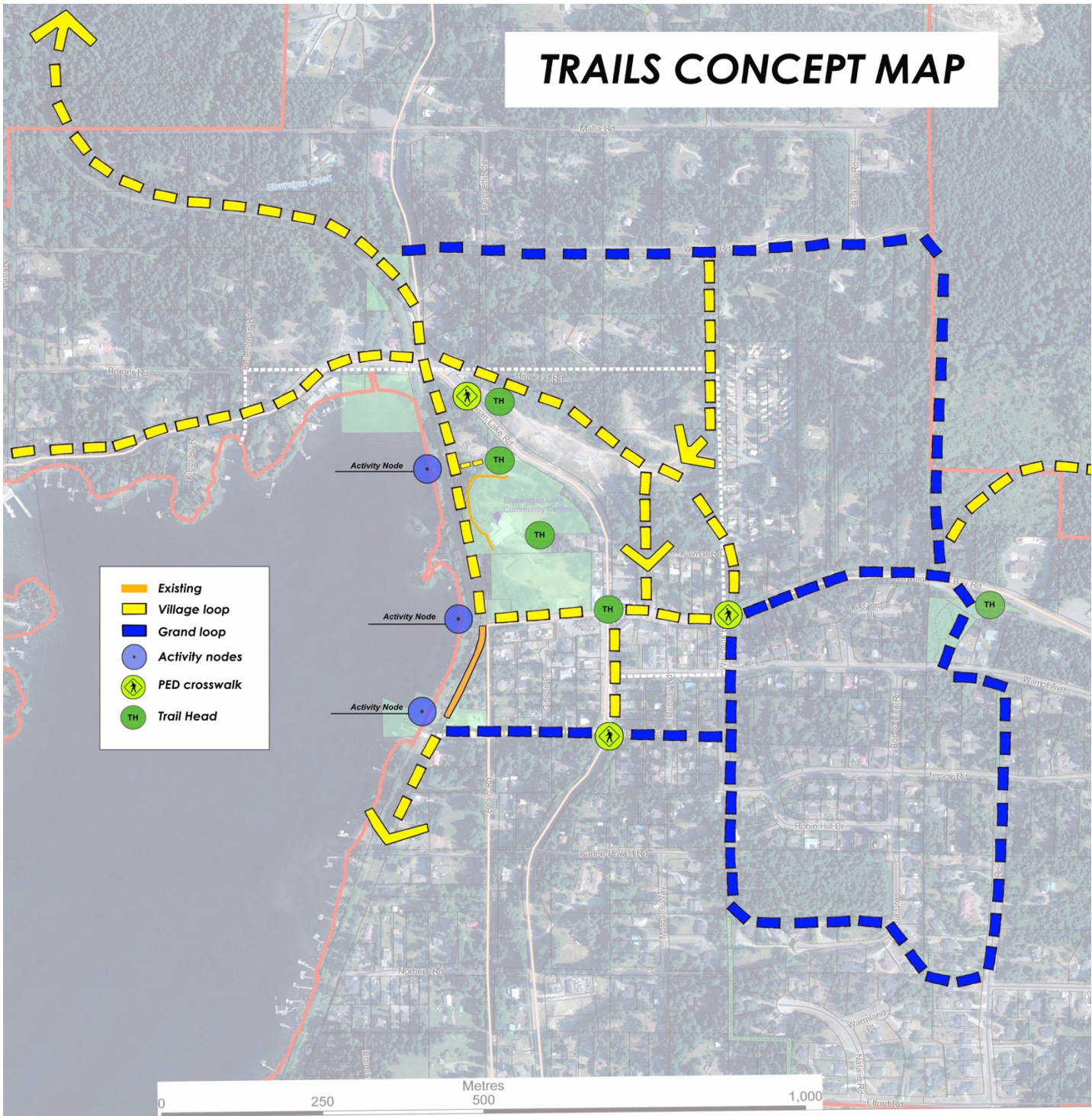
The improvements include the following:

- Completion of the Rail Trail from Masons Beach to the Old Mill Park (proposed for completion by 2021)
- Completion of the lower Shawnigan-Mill Bay Road pathways through the Village Core area to the waterfront
- Completion of a trail link through Elsie Miles Park to Shawnigan Lake Road
- Designation and completion of the trail linkage through the central area the proposed Shawnigan Station between the Cobble Hill Road intersection and the Village Core area
- Investigations and further feasibility of the “Grand Loop” alignment using street rights-of-way, existing trails, and potential rights-of-way to advance “eco-tourism” and hiking locally
- Develop signage, trailheads, and parking at the Community Centre, Village Core, Shawnigan Station, and at the east entrance to the Village (see *Trails Concept on next page*) to provide visibility and guidance
- Investigate pedestrian activated signals at the east, and south entrances to the Village Core and at the north end near Masons Beach



Perspective sketch of the proposed rail trail north of Shawnigan-Mill Bay Road with select opening of views to the lake (scheduled for construction in 2020)

TRAILS CONCEPT MAP



Proposed concept for “Village Loop” and “Grand Loop” trail network to enhance pedestrian/bicycle and recreation (eco-tourism) experiences as well as connect the Village and the surrounding areas

3.3.6 Design guide and building/site improvements: One of the concerns of local citizens was the appearance of the Village and the need for visual and physical improvements. In response to this request, a separate design guidelines document – the *Shawnigan Lake Village Design Guide* was developed as a companion document to this Plan. It contains specific recommendations for new development, redevelopment of current sites or improvements to existing properties. The development and improvement guidelines include the following:

- The retention of existing building character and placement
- The limit of building height generally to two storeys with a potential third storey built into a gabled roof following a full-bodied “cottage architecture” theme
- Special consideration may be given to Shawnigan Station senior’s housing, apartments, and hotel up to three storeys
- Materials and colours that match the west coast warm palette
- Extended overhangs, awnings, and canopies for weather protection
- Façade and blade signage placement, dimensions and character
- Street front design including street front design zones to ensure a continuous and open “pedestrian clearway”
- Suggested street and pedestrian lighting in the Village Core area
- Outdoor patios and movable chairs guidelines for design, location, and placement
- Benches and fixed chairs design and placement directions
- Planting guidelines that recommend the combination of selective tree planting where possible and also planters alongside the upper Shawnigan-Mill Bay Road to add safety, colour, texture, and seasonal interest along the continuous pathway
- Bike racks and waste receptacles are lacking in the Village Core area and these guidelines provide direction on placement and type
- Sidewalk/pathway material recommendations are also included that vary from poured-in-place concreted to modular paving in the Village Core
- Tails (contrasting the sidewalks and pathways) outside the core will meet the CVRD Parks and Recreation Department standard- either paved or soft surface depending on their location and use
- Wayfinding design guidance is also necessary for orientation to public parking, activities and businesses
- Electric vehicle and car-share parking provisions should be included in the Village Core area
- Public Art and murals definitions, selection criteria, and content are provided so that Shawnigan Lake Village can initiate a public art and mural program
- Finally, the trail concept and further requirements are including subject to further oversight and development by CVRD Parks and Recreation

3.3.7 Village mix of uses and innovative business: One of the challenges is to invite the new “virtual” economy into the Village and reduce commuting to Victoria and other surrounding communities by at least providing a co-workspace and support facilities. Another dimension to support local business entrepreneurs is to provide opportunities for temporary uses, incubator businesses, seasonal boat rentals, buskers and street entertainers to add life and vibrancy to the lakefront and the Village Core area. In addition, arts and culture space to exhibit and sell local art and crafts would expand business opportunities.

This programming and additional space would not be at the expense of local businesses, nor the expanding Museum, but would provide more critical mass and diversity of businesses as a magnet for more entrepreneurs and shoppers. Business improvements could include the following:

- Amendment of the *CVRD Parks Bylaw 738* to support commercial uses and services in the parks (e.g., food trucks, buskers, farmers’ markets, craft markets, artists and pop up vendors, shipping containers for retail / boat rentals) (*also noted in Strategy #10*)
- Creation of a co-workspace in collaboration with existing business owners
- Consideration for commercial uses on the south side of lower Shawnigan-Mill Bay Road (*see Strategy #3*) and possible acquisition of those two parcels by the CVRD or a private developer to ensure that the conversion takes place
- Coordination of the commercial uses in the Shawnigan Station so they complement and expand the retail and business offering in the Village area
- Construction of the “Dance Hall/Boat House” on the Government Beach Wharf to provide boat rental and storage opportunities (*see Strategy # 4*)
- Development of an “eco-tourism” theme and associated bike rental, guiding and other complementary support elements with the development of the “Village Loop” and “Grand Loop” trail network (*see Strategy # 5*)
- Consideration of a beer garden beside the bakery to extend uses outside, especially during the summer
- Encouragement and support for the development of the outdoor patios at the “4 corners” (*see Strategy #1*)
- Development of a local business owners’ group to coordinate issues and moves forward to retaining and expanding the business mix in the Village Core area
- Coordination of the Museum renovation with improvements to the adjoining Centennial Plaza as a community meeting place and potential farmer’s market area

3.3.8 Housing infill: Assuming the community wastewater management system* is implemented, there may be potential opportunities for infill on some properties that have adequate size, access, and location. This infill is intended to be “invisible” in that the additional development will fit into the existing character and scale of the Village neighbourhoods.

The housing infill strategy could include the following:

- Duplexes and triplexes as well as four-plexes depending on the size and width of the lot
- Lane houses and coach houses depending on if the block is serviced by proper lane access (in some cases the lane requires additional width dedication and improvements)
- The CVRD should consider parking, setbacks, privacy, and amenity space in reviewing the applications
- The rezoning of parcels for additional density, on a parcel by parcel basis, could help ensure public notification and public hearing so local concerns may be addressed
- Alternatively, these existing neighbourhoods could be pre-zoned to allow infill without a potential protracted approvals process



Housing infill concept considering lane houses and duplexes

*There may be opportunities to support alternative wastewater management systems subject to specific proposals on a lot by lot or lots consolidation basis.

3.3.9 Shawnigan Station: Considerable time was spent with the property owners to understand the site history and future aspirations. The intention is to create a commercial and residential neighbourhood that connects and complements the existing Village Core area with a variety of different uses including a hotel, marina, seniors housing, apartments, townhouses, and other destination commercial which could include a small grocery store, distillery, and brew pub. Consideration also may be given to light industrial uses (e.g., work/live) to advance local employment opportunities.

The site has been under redevelopment consideration for many years but has been limited by environmental (former dump site) and wastewater system constraints among other challenges. With the environmental cleanup apparently complete, the current limitation is a community wastewater management system.

The potential development program concept and associated improvements could include the following, noting that this is a development concept representation that was completed for the Shawnigan Lake Village Plan community design charrette and has not been approved by the property owners nor the CVRD:

East side of Shawnigan Lake Road:

- A commercial retail cluster along the east side of Shawnigan Lake Road that could include a small grocery store and other business uses with parking located behind the retail that will front on the road
- This commercial area could also be developed as residential uses
- A senior's housing complex up to three storeys east of the retail/commercial development (42 units)
- A 32-unit townhouse cluster development up the hillside with a three-storey apartment complex
- A central trail, open space, and stormwater pond network that connects northwest to the Cobble Hill Road intersection and south to the Village Core area
- The parking area in the north area for Masons Beach connecting across Shawnigan Lake Road through to the Rail Trail and to Masons Beach by a pedestrian-activated crosswalk
- The upper residential area along the hillside and/or other commercial or residential development could proceed if an on-site wastewater management system is developed that meets the CVRD and other approving agency standards. Further investigations are required.

West side of Shawnigan Lake Road:

- A three-storey waterfront small hotel/inn (30-40 rooms) with pool and marina as well as other amenities
- The conservation of the sensitive environmental area and stormwater system north of the hotel








Shawnigan Station Site Plan Concept



Shawnigan Station Site Plan Concept: Retail and commercial detail



LEGEND	
	COMMERCIAL
	INSTITUTIONAL
	HOTEL
	RESIDENTIAL 1 (Low Density)
	RESIDENTIAL 2 (Medium Density)

Shawnigan Station Site Plan Concept: **Residential detail**



Shawnigan Station Site Plan Concept: **Hotel and marina detail**

3.3.10 Policy amendments: The CVRD Shawnigan Lake Official Community Plan (OCP) and Zoning Bylaw each provide important guidance for land use and development in the Shawnigan Lake Village Plan area. Consideration should be given to pre-designate and pre-zone properties, so that when a community wastewater system* is built, the OCP policies and zoning are already in place to enable redevelopment.

Applications are therefore not unnecessarily delayed and, in fact, if OCP designations are in place, along with the correct Zoning, the applicant progresses immediately to an “outright” application where subdivision, development permit, and building permit is the direct line of approvals that will take less time and resources.

The following OCP and Zoning amendments recommendations are preliminary and could be considered to align the Shawnigan Lake Village Plan with the OCP and Zoning bylaws:

Potential Revisions to Shawnigan Lake Official Community Plan:

- Revisit policies regarding Commercial Development in light of the Shawnigan Lake Village Plan. Include consideration for Light Industrial uses such as work/live as a conditional use. It may be appropriate to have larger scale uses in the Shawnigan Station Commercial Area such as a grocery store (up to 1,000m²). Policies regarding neighbourhood pub uses may be too specific and prohibit concepts such as the envisioned additional uses in the Village Core area.
- If lands in the proposed Commercial Area are designated Residential until sewer services are provided, then redevelopment may occur in the form of residential. Consider revising to allow for existing residential to remain as a conforming use, but redevelopment to be commercial also as permitted uses. Work/live may be a conditional use based on specific requirements.
- Commercial area map to be revised to conform to Shawnigan Lake Village Plan; including Residential Infill along Gibson and area bounded by Thrush / Wilmot / Wallbank.
- Include design guidelines from *Shawnigan Lake Village Design Guide*.

**It is worth noting that the community wastewater system could be regarded as a community amenity contribution in rezoning applications; or a requirement as a contribution in a development permit application as part of development cost charge requirements to support off-site infrastructure.*

Potential Revisions to Shawnigan Lake Zoning:

Shawnigan Station

- Residential Area: Multi-Unit Building Residential District to include mix of housing forms and height (up to 3 storeys) and also Senior's Housing Complex which may include supportive care (perhaps one meal/ day, community activities etc.) and which may have a lower parking requirement.
- Commercial District: to include a retail area along Shawnigan Lake Road with parking located behind that may include up to 2-storey general commercial and commercial uses including a grocer (up to 1,000 m²); and may also include light industrial uses as a conditional use such as work/live units but exclude incompatible uses like self-storage
- Hotel: A 3- storey hotel long the lakefront with a potential marine

Lower Shawnigan Lake-Mill Bay Road Artisan Mews

- Purpose: Commercial zone to accommodate small homes for the creation and production of arts and crafts for sale. Could include live/work accommodation. Siting / height to allow for waterfront views between and over the buildings.

Residential Infill in area along Gibson and area bounded by Thrush / Wilmot / Wallbank and in general surrounding neighbourhoods

- Purpose: Allow for increased density, which may include duplexes and laneway or coach homes. Development to ensure land dedication on lane to ensure pedestrian movements and parking.

Ensure that the following uses are permitted: Lookout platform above or beside waterworks building and co-work uses in Village Core area.

Amend CVRD Parks Bylaw 738 to support commercial uses and services (e.g., food trucks, buskers, farmers' markets, craft markets, artists and pop up vendors, shipping containers for retail / boat rentals)

4.0 ACTION PLAN

4.1 Overview

This Plan has a four-pronged approach to the Action Plan to help ensure things get done properly with an accountability for each action:

- An **Organization, Marketing, and Communications** component that ensures that a group is championing the action plan, recruiting further resources, and securing funding;
- A **Now Plan** with immediate actions that are relatively easy, have broad support, inexpensive or budget is available, and all build momentum;
- A **Medium-Term Plan** that requires patience and tenacity - actions which require, in some cases, multi-jurisdiction co-operation and more funding to undertake; and
- A **Design Guide** that provides necessary direction for Village improvements (note: that the *Shawnigan Lake Village Design Guide* is separate document available on the CVRD website).

The Action Plan was developed from an extensive process of community and stakeholder engagement. Engagement included:

- A Think Shawnigan Facebook page, targeted social media campaign, including a promotional video to drive community members to engage in person as well as online through PlaceSpeak
- A Postcard and a Brochure, outlining the scope of the Design Charrette, were developed by the Community Advisory Committee to raise awareness about the project and to encourage participation.
- Three community mapping sessions were led by CVRD Staff to gather responses to the questions “What do you love about the Village?” and “What could be improved?”
- A co-design session enabled artists to express residents’ ideas graphically
- Short talks on Downtown Revitalization and a presentation to Shawnigan Lake School students.
- A survey to assess the health of the Village was online from July to September.
- The Consulting Team also met informally with business owners.
- During the Community Design Charrette in October: There was a “What We Heard” and Implementation Ideas Open House; two stakeholder sessions, a design drop-in, and a final presentation of ideas and directions.

Over 300 ideas and comments were received from the community. They were prioritized based on a number of criteria including general support, potential benefits, and impact relative to investments. The Now Plan includes ideas which had community support, were easy and relatively inexpensive, and which were not necessarily dependent on others in order to proceed.

4.2 Organization for Success

The initial step towards implementation is to organize the community for action.

Organization	Description	Responsibility and Funding	Significance/ Impact
1 ORGANIZE THE COMMUNITY	<p>Invite “everyone” to join the movement</p> <p>Determine the function and structure of Think Shawnigan to provide opportunities to access grant opportunities</p> <p>Identify partnership and funding opportunities</p>	<p>Think Shawnigan Movement (coalition of 5 or more groups):</p> <ol style="list-style-type: none"> 1. <i>Shawnigan Lake Community Association</i> (4 events/year); 2. <i>Shawnigan Lake Community Centre</i> (programming); 3. <i>Rotary</i> (re: Shawnigan Lake cleanup); 4. <i>South Cowichan Community Policing Improvement District</i>; plus 5. Formation of business group to assist in communications and provide business requirements 	<p>This leadership group will be critical to building momentum and success of projects and accessing funding and other resources for projects</p>
2 MARKETING	<p>Develop a brand and marketing strategy to reinforce the unique character and attractiveness of Shawnigan Lake Village (complete hotel feasibility study)</p>	<p>Think Shawnigan, CVRD Economic Development, and Provincial grants</p>	<p>Fresh identity to provide a clear vision of what Shawnigan Lake Village is and where it is going</p>
3 COMMUNICATIONS	<p>Improve communication with the community:</p> <ol style="list-style-type: none"> 1. Website to include: Directory of businesses, bed & breakfasts; video; map; brochure on outdoor events; online calendar from all groups 2. Semi-annual gatherings 3. Business group formation 4. Visitor info Kiosk 5. Statistics gathering and distribution 	<p>Think Shawnigan and CVRD Economic Development</p>	<p>Comprehensive tools are critical to get the messages out to the public and engage them in implementation</p>

4.3 Now Plan

The NOW Plan has ideas for community members and the CVRD to start on the process of change in Shawnigan Lake Village within the next 12 months. Successful implementation will be dependent on cooperation and partnerships to build momentum and act on multiple initiatives.

Now Plan (Immediate or Underway)	Description	Responsibility and Funding	Significance/ Impact
1. FOUR CORNERS <i>(see Strategy #1)</i>	Create gateway plazas on two corners, with public art, information kiosk, and outdoor patios, as well as four corners pedestrian crosswalks	CVRD Grants Business Owners (new retail + pedestrian seating); CVRD to confirm zoning is in place	Improvements to increase pedestrian safety, mobility and sense of place, create a more memorable identity of the Village Core area
2. PEDESTRIAN SAFETY <i>(see Strategies #1, #3, #5)</i>	Programs may include: Improve sidewalks/pathways in Village Core area; provide colourful bike racks throughout the Village Core area; add pedestrian lighting and additional pedestrian-controlled crosswalks	CVRD, business community, and Ministry of Transportation and Infrastructure (MOTI)	Improve walking and cycling connections between village, water and residential areas
3. TRAIL NETWORK <i>(see also Strategy #5)</i>	Complete Mason Beach to Old Mill Park rail trail (scheduled for 2020-2021) and refine new proposed trail loops	CVRD budgets, Parks and Recreation, as well as partner with Cowichan Valley Trailblazers	Pedestrian and cycling mobility, as well as connections of major activity nodes along the lake
4. COMMUNITY CENTRE AND LAKEFRONT <i>(see also Strategy #2)</i>	Amend CVRD Parks Bylaw 738 to support commercial uses and services (e.g., food trucks, buskers, farmers' markets, craft markets, artists and pop up vendors, shipping containers for retail / boat rentals)	Parks and Recreation as well as Parks Commission	Expand the programming, culture, recreation, business opportunities of Elsie Miles Park and along the lakefront
5. MOVABLE SEATING <i>(see Design Guide)</i>	Buy movable chairs for the Village – bright red, blue and yellow and recruit businesses to manage them	Think Shawnigan (See Campbell River project) and business owners	Develop opportunities for informal public meeting and greeting throughout the Village
6. PUBLIC ART <i>(see Design Guide)</i>	Public art / murals installations (e.g., visitor info kiosk at "4 Corners", benches made of water skis, paint telephone poles)	Village and arts community with partners such as South Cowichan Arts Guild, contests, and business owners	Arts recognition in the community and the further development of local culture

Now Plan	Description	Responsibility and Funding	Significance/Impact
7. SIGNAGE/ WAYFINDING <i>(see Design Guide)</i>	Entry points from the highway; develop prominent and effective wayfinding (e.g., directional for parking) and interpretive information signage (e.g., Info kiosk with community map, and events); historic interpretive signage	MOTI, local businesses, Legion, Community Centre	Village core directions, businesses, and identity is paramount, especially for visitors
8. LAKE VIEWS <i>(see Strategy #3)</i>	Open lake views (selective tree pruning and rail area cleanup)	Property owners, Island Corridor Foundation	Visually connect the Village Core to the lake
9. BEAUTIFICATION <i>(see Design Guide)</i>	Add to public space (e.g., community piano, murals, planters, trees, Christmas trees and wreaths, paint crosswalks, and provide memorial benches)	Think Shawnigan, Mill Bay Garden Club, and OUR Ecovillage	Enables the community to become involved in small projects to beautify and develop social spaces that are meaningful as meeting places
10. PARKING	Provide info on location of parking lots, and business owners to work on parking policies (e.g., positive signage opportunities, and commuter parking options)	Think Shawnigan and business owners	Assists in the use of existing parking spaces by providing information on location and ensuring space for users of Village core businesses
11. ECONOMIC DEVELOPMENT	Kayak rentals, waterfront seasonal coffee shop, bike repair /rentals, and pop-up market	Think Shawnigan and business community	Increase the variety, attractions, and offerings in the Village area
12. SHAWNIGAN STATION <i>(see Strategy #9)</i>	Commercial and residential development as well as open space conservation	Private development, potential for funding of seniors housing by BC Housing and Vancouver Island Health	Encourage residential and/ commercial development with on-site wastewater management or prepare to partner on a community wastewater system
13. ENVIRONMENT <i>(see Strategy #4)</i>	Sensitivity to the water and terrestrial environment including the protection of nature; may include small actions such as clean-up of water and sites	Basin Society, CVRD Parks, and Ministry of Environment	Variety of options ranging from: Shawnigan Creek mouth trash catchers; provision of edible fruit on trails /parks (plant fruit trees and blueberries); sensitive tree pruning for views
14. POLICY <i>(see Strategy #10)</i>	CVRD to amend OCP and Zoning Bylaws to enable actions	CVRD Land Use Services	The bylaw changes will enable new development and redevelopment based on the Village Plan.

4.4 Medium-Term Plan

This three-year plan is dependent on funding or infrastructure improvements. The development of **community wastewater treatment facilities** is important in the implementation of developments involving increased density and new uses.

Medium Term (within 3 years)	Description	Responsibility and Funding	Significance/Impact
1. COBBLE HILL ROAD INTERSECTION	Complete further study to ensure intersection capacity for trains and pedestrian/bicycle safety	MOTI (Ministry of Transportation and Infrastructure)	This intersection needs the capacity to potentially include future train movements and pedestrian/bicycle safety
2. PARKING ACQUISITIONS	Identify future land for parking and add land acquisition to the Parks Master Plan	Think Shawnigan and Parks Commission	Parking options and larger areas are required to accommodate residents and visitors parking
3. FUNDING STRATEGY	Create a Shawnigan Lake funding strategy including sources and timing	CRVD and Board	Funding resources will enable the implementation of the Shawnigan Lake Village Plan
4. WASTEWATER	Develop a community wastewater system	CVRD with major private schools (SLSS AND St. John's)	A community wastewater system will enhance the lake and allow additional density for diversity and choice of housing
5. INCORPORATION	Explore incorporation options and possibilities	Community	Incorporation could provide more local control over development and roads
6. MUSEUM PLAZA <i>(see Strategies #2 and #3)</i>	Revitalize Centennial Plaza beside the renovated Museum	CVRD Parks + Museum	A central meeting place, farmers market and celebration of culture
7. SHAWNIGAN – MILL BAY LOWER ROAD + VIEWPOINT <i>(see Strategy #3)</i>	Promote development of small retail “cottage” buildings for studios, galleries + shops; Develop sidewalk to from museum to lake with stone wall for seating and lookout on current waterworks building	CVRD Parks (sidewalk, wall) CVRD Land Use Services (policy) landowners (development) Shawnigan Lake Waterworks (lookout)	This development will support tourism – enabling a lookout to the lake and safe pedestrian movements as well as increased businesses in the Village Core area <i>(Note: This action could take longer than three years)</i>
8. LAKEFRONT: MEETING PLACE AND BOAT HOUSE <i>(see Strategy #4)</i>	Develop a dance hall over a boat house on the lakefront. The proposal is to re-establish a historic landmark at Government Wharf Beach	CVRD, Ministry of Environment (approval review), and possible private donations	Allows for sheltered community uses on the water and non-motorized boat rentals and shelter <i>(Note: This action could take longer than three years)</i>

4.5 Potential Funding Sources

Cowichan Valley Regional District (CVRD)

Parks and Recreation as well as Economic Development have funding programs that can be used for the Village. There are also Directors Grant in Aid. The CVRD funding sources could be used for:

- 1. Village Wayfinding:** There is a distinct opportunity to lead improvements with public parking signage and two information/business and event kiosks in the Village Core area at the southwest and southeast corners in liaison with business owner improvements of the plazas.
- 2. Four Crosswalks:** In coordination with the above Village wayfinding and plazas developments and the Ministry of Transportation and Infrastructure, paint four corner colourful crosswalks.
- 3. Village Seating:** Like Campbell River, the CVRD could purchase bright red, yellow and blue folding chairs that could be managed by the businesses for outdoor seating, especially during the summer.
- 4. Sidewalks and Pathways:** Improving the sidewalks and pathways in the Village Core area, along with pedestrian-scale lighting (not the jurisdiction of Ministry of Transportation and Infrastructure in rural areas).
- 5. Trail Network:** Developing and connecting the existing and proposed trail system which would include the Rail trails (already underway), the Village Loop trail, and the Grand Loop trail (Parks and Recreation Department).
- 6. Façade and Sign Improvements:** A program (not existing) could be developed whereby matching funds (up to \$2,000 dollars) could be committed to improving facades and signage in the Village Core area.
- 7. Trash Receptacles and Bike Racks:** The CVRD could fund also purchase four to six trash receptacles (and dog refuse attachments) for the Village and rail trail areas as well as bright red, yellow and blue bike racks for the Community Centre and Village Core area.
- 8. Extension of Waterfront Park Space:** The CVRD has an opportunity to extend the Government Wharf Beach and the park space along the waterfront through potential acquisitions of key properties that could significantly increase the public park space and parking space.
- 9. Museum Plaza:** With the planned expansion of the Museum, there is an important opportunity to develop a meeting place for the Village and a potential farmers market adjoining the building.

10. Shawnigan-Mill Bay Road Viewpoint: The recommended viewpoint at the end of the lower Shawnigan-Mill Bay Road is an opportunity for the Park and Recreation Department to create a node and trailhead along the rail trail network for viewing and orientation.

Local Private Funding

As opposed to general taxation, these are direct sources of taxation for local improvements and include Business Improvement Areas or Downtown Development Contributions as part of new development. The Zoning Bylaw currently allows for Payment in Lieu for parking provisions. Local Private Funding could be encouraged to support:

1. **Public Art:** The local art community could support school and private artist public art as part of the Four Corners improvement and the Museum expansion plans.
2. **Façade and Sign Improvements:** Local business can provide their matching contribution to improving their facades and signs.
3. **Other Special Project Funding:** The proposed new dance hall and boat house as well as the Museum requires private funding and entrepreneurship to re-establish a historic landmark on the waterfront.
4. **Shawnigan Station:** The property will be developed by private interests but will contribute to various amenities in the community including:
 - A north-south trail network, connecting Masons Beach to the Village Core area
 - A parking lot for Masons Beach and commuters
 - A potential contribution to a community wastewater management system if they choose to be part of a larger system
 - A natural stormwater management system that helps clean the water on site and from adjoining sites
5. **Other Residential Infill Development:** Other potential residential infill development could contribute to the community wastewater management system and potential trails as part of infrastructure development.

Other Sources of Funding

Service Clubs

Organizations such as Rotary Club are generous in fund raising for support of their local communities.

Community Foundations - Vancouver Foundation - Environment and Animal Welfare grant provides programs to support the health and resilience of British Columbia's animals and physical environments. The supports policies and practices which address and respond to climate change and other key environmental issues, increasing public awareness, understanding and engagement in key environmental issues and solutions, and enhancing and protecting the health, well-being and habitats of domestic, farm, and wild animals.

Province of BC and the Habitat Conservation Trust Foundation - Since 1981, HCTF has provided over \$160 Million dollars in grant money to more than 2500 conservation projects across BC. The Foundation funds a variety of conservation work including: projects that restore, maintain, or enhance native freshwater fish and wildlife populations and habitats; environmental education and stewardship projects; and Projects that acquire land or interests in land to secure the value of these areas for conservation purposes.

Private Foundations

The Real Estate Foundation of British Columbia provides grants to support non-profit organizations working to shape sustainable attitudes and practices. In past years, they have funded activities like ecosystem conservation, agriculture planning, forest stewardship, and community energy planning.

The Island Coastal Economic Trust (ICET) was created by the Government of BC in 2006, to support economic development initiatives on central and northern Vancouver Island and the Sunshine Coast. The economic development readiness program is designed to provide support for communities, First Nations, and organizations as they move along the economic development continuum. The program has six focus areas: Economic Development Strategy; Quick Start Implementation; Investment Attraction Tools; Technology Attraction Strategy / Community Broadband Strategy; Sectoral Development Strategies; and Regional Collaboration or Marketing Strategies.

Crowdsourcing Funding

This is a growing strategy to support community initiatives. It is internet based and involves many people making small donations.

Sponsorships

Businesses, individuals, community groups will often sponsor an event in exchange for some promotion. An example might be a donated bench for the trail system or a piece of public art for one of the new meeting places.

In Kind Gifts

Businesses may want to give back to the community. Small donations such as donating printing costs or coffee for an event can be very useful. Landscaping firms or nurseries may be able to help with provision of plants to spruce up the streetscape.

Corporate Social Responsibility and Giving / Employee Giving are other sources of potential funding.

Provincial Grants

These grants are often for more complex improvements necessary for aging infrastructure. Elements of the Vision may satisfy some of the programs – for example, provision of facilities for bikes might satisfy the BIKEBC program.

New Building Canada Fund – Small Communities Fund - The provincial and federal governments will each allocate approximately \$109 million to support infrastructure projects in communities with a population of less than 100,000 people. This 10-year funding program runs from 2014 to 2024.

Community Gaming Grants - Not-for-profit organizations providing programs or services of direct benefit to the broader community. There are six sectors of which the most relevant may be:

- Arts and Culture Organizations that provide public access to and/or preservation of the arts, heritage or culture. Examples include performing arts or community fairs and festivals as well as heritage. The Shawnigan Lake Museum, for example, may qualify.
- Sport Organizations that deliver community-based youth and/ or amateur sports programs for organized, competitive physical activities.
- Environment Organizations that support British Columbia's environment or protect the welfare of domestic animals and/or wildlife (e.g. conservation, education and animal and wildlife shelters).
- Human and Social Services Organizations that deliver programs that significantly contribute to the quality of life in a community.
- Public Safety Organizations that deliver programs that enhance and support public safety initiatives, disaster relief and emergency preparedness within British Columbia (e.g. Search and Rescue).
- Funds can be for Community Infrastructure including public amenities such as docks and parks.

Age-Friendly Communities (Ministry of Health) - The purpose of this program is to support aging populations, develop and implement policies and plans, or undertake projects that enable seniors to age in place and facilitate the creation of age-friendly communities. Examples of eligible projects include increased community accessibility (transportation, housing, and services)

Active Transportation Infrastructure Funding / BikeBC - Funds are available to assist in the development of facilities for bikes.

BC Hydro - Programs to assist Residential and Businesses to in putting urban wiring underground.

Federation of Canadian Municipalities

Municipal Asset Management Program – Supports Canadian cities and communities to make informed decisions about infrastructure, such as the planning and construction of roads, recreational facilities, and water and wastewater systems.

Municipalities for Climate Innovation Program - Helps municipalities prepare for, and adapt to, climate change, and to reduce emissions of greenhouse gases (GHGs).

Green Municipal Fund – Provides funding for plans, feasibility studies, pilot projects and capital projects. Focus areas are sustainable neighbourhood and brownfields actions plans, energy efficiency and recovery, transportation and fuel efficiency, water quality and conservation, waste management and diversion, and brownfields.

Federal Programs

Gas Tax Funds - A permanent source of funding provided up front, twice-a-year, to provinces and territories, who in turn flow this funding to their municipalities to support local infrastructure priorities. It offers local communities the flexibility to make strategic investments across 18 different project categories, including roads and bridges, public transit, drinking water and wastewater infrastructure, and recreational facilities.

Canadian Heritage Building Communities Through Arts and Heritage - Local Festivals - The Building Communities Through Arts and Heritage program supports activities and projects that celebrate local historical heritage as well as local artists and artisans. They are intended for and accessible to the public. There are three separate components: Local Festivals, Community Anniversaries and Legacy Fund.

Fisheries and Oceans Programs - Numerous programs from restoration, eco-systems, and fisheries See: dfo-mpo.gc.ca/oceans/crf-frc/index-eng.html

APPENDIX:

APPENDIX A: COMMUNITY ENGAGEMENT

APPENDIX B. BACKGROUND ANALYSIS

APPENDIX A: COMMUNITY ENGAGEMENT

A.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:

Online: A Think Shawnigan Facebook page, targeted social media campaign, including a promotional video were developed to drive community members to engage in person as well as online through *PlaceSpeak*.

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 Shawnigan Lake Village Design Charrette (October 17th- 19th): Provided four public and two stakeholder opportunities for input and comment.

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 and Participants 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

Village Design Charrette

400 respondents/participants at different points in the process through three public events

Total 610 respondents/participants

(In addition, the *PlaceSpeak* social media platform had 982 unique views, 52 people connected with the topic and 18 people were involved in the topic)



A.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

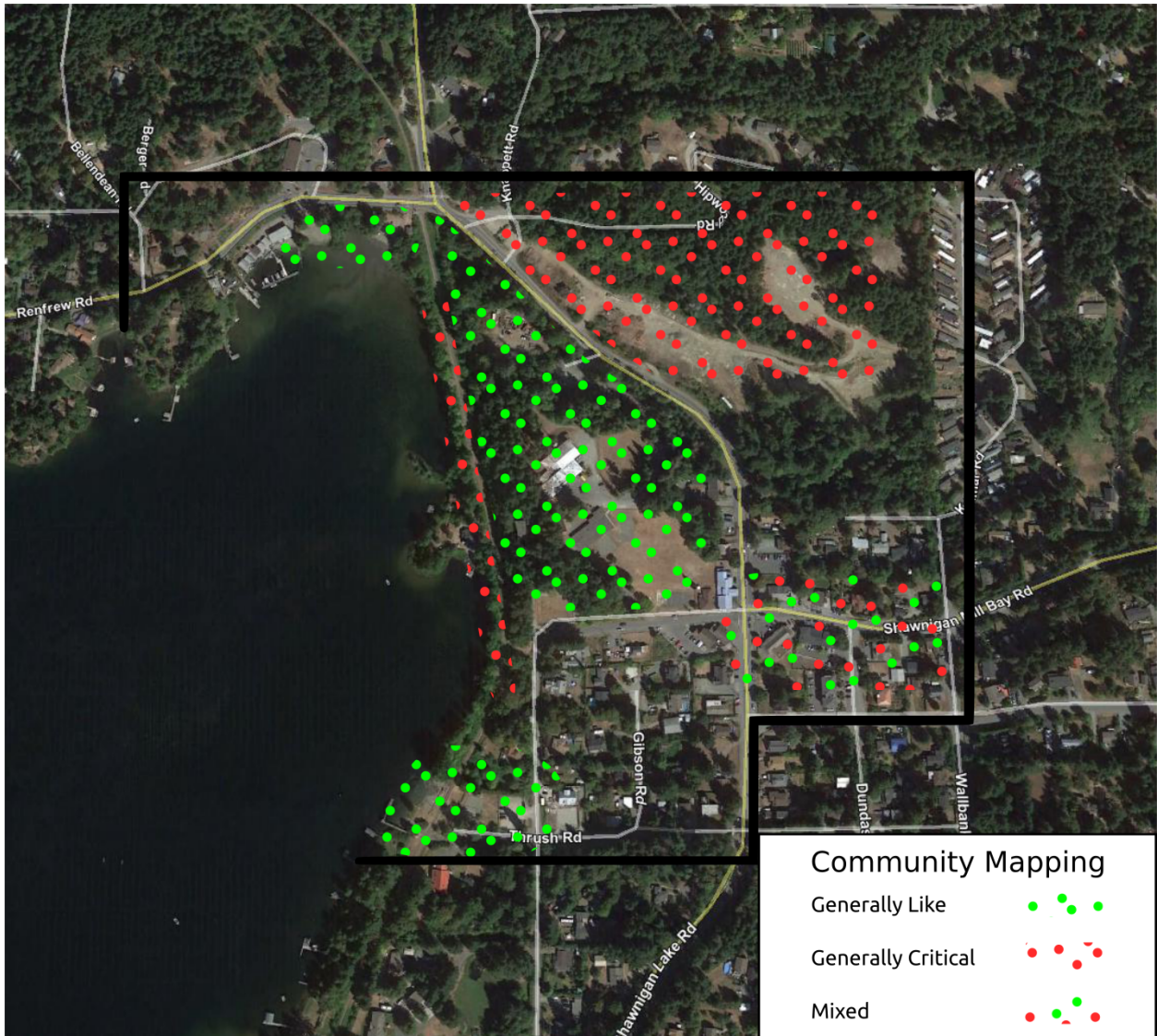
- Improve lake water quality, dump, stream

PARKS

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

A.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), Masons 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)

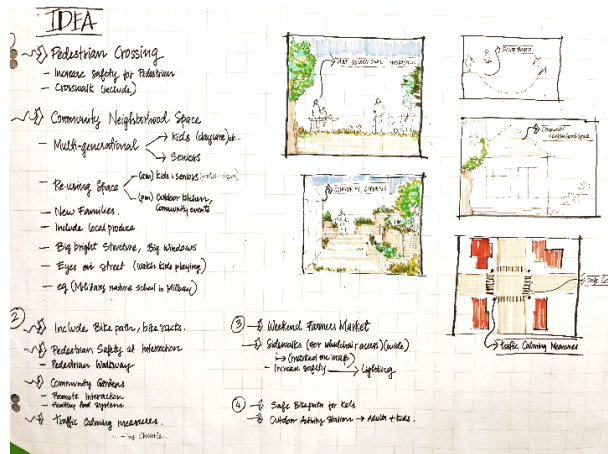
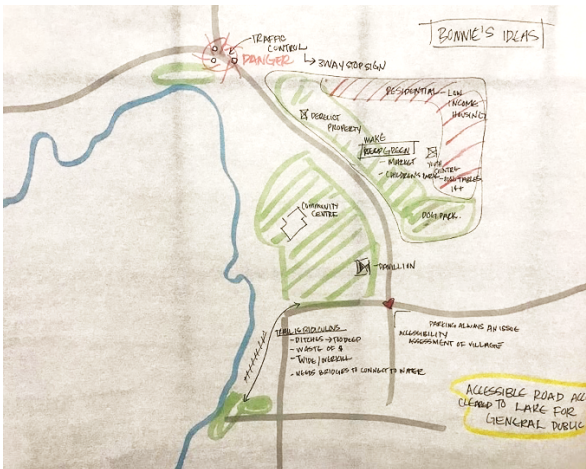
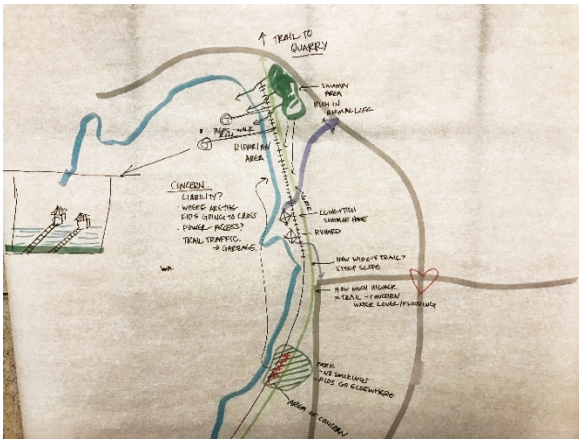
Old dump, graffiti and garbage

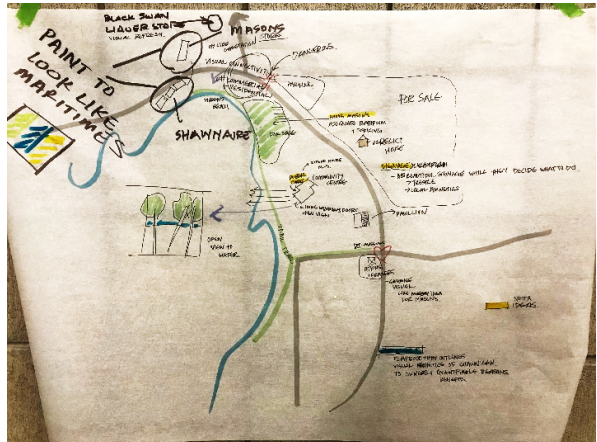
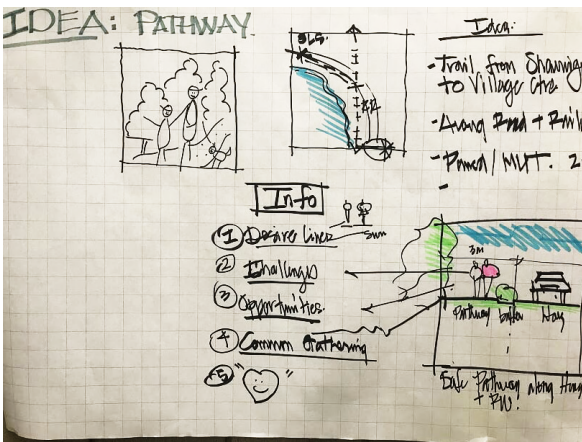
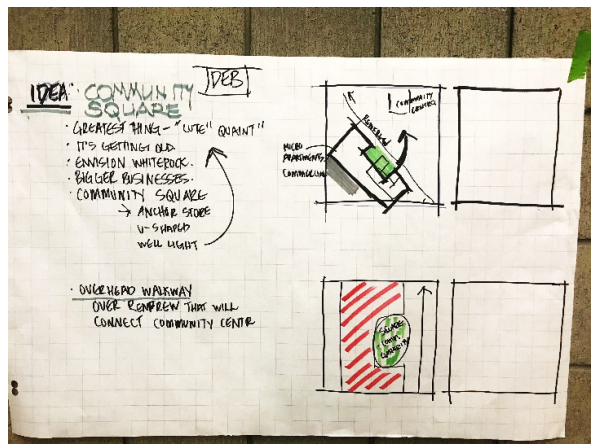
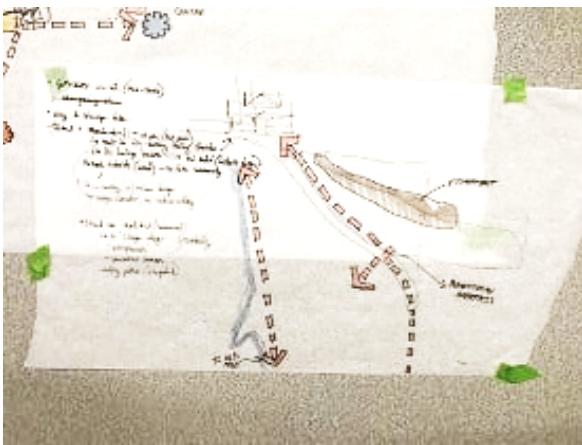
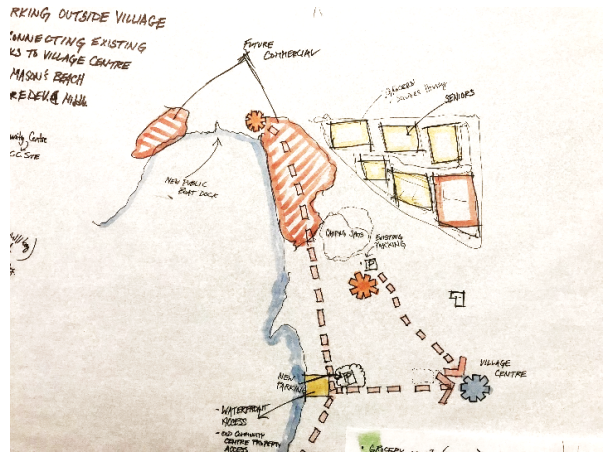
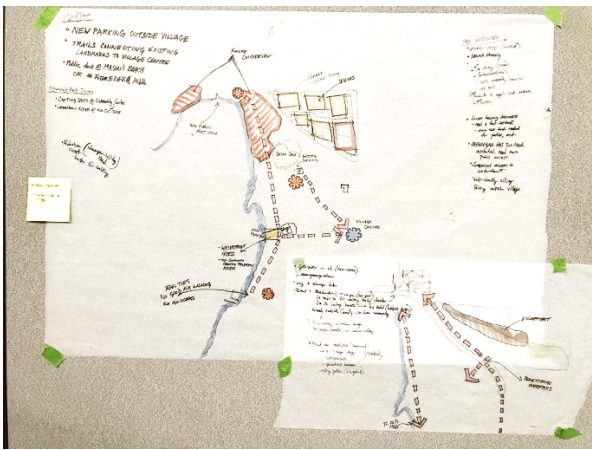
A.4 Design Visualization with Artists

Artists sat with community members at the September Gathering to express ideas visually.

Some major common themes emerged:

- 3.3 The need for a comprehensive trail system
- 3.4 Protection and enhancement of the lakefront and other sensitive areas
- 3.5 More programming in the park and elsewhere for the whole family, especially youth
- 3.6 The need for public places to meet and enjoy the lake and the village
- 3.7 A safe sidewalk and pathway system in the Village
- 3.8 Sensitive development of the Sager lands (major vacant parcel)





A.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



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.



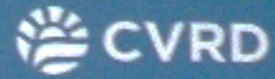
SIGNAGE & INFORMATION

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



SHAWNIGAN LAKE VILLAGE PLAN Page 55

Think *Shawnigan* Village Themes II



Village Theme
Lake. They are

actions that are most important to the future of Shawnigan
to emphasize in planning/design and investment.

Review the th
Add a check m

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



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.



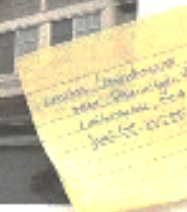
PUBLIC ART

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 with ideas:

- Top Left:** "to celebrate Shawnigan... space to allow seasonal businesses" (with a star)
- Top Center:** "budgets in the Shawnigan... Please on the Lake Road from Arden to the Village... (Project 1 - open area) from local taxes" (with stars)
- Top Right:** "green space... type of park" (with stars)
- Middle Left:** "Summer... think of an include... activity... purpose... also not for... such commercial use" (with stars)
- Middle Center:** "celebrate... festival... from the idea... (with stars)
- Middle Right:** "recreation... (with stars)
- Bottom Left:** "any other ideas you have in this" (with stars)
- Bottom Center:** "SHARE OTHER IDEAS HERE!" (in a box)
- Bottom Right:** "this... (with stars)

There are also two photographs of outdoor community events with people and vendors.

- 6. 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
- 7. 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)
- 8. 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 Masons and the Village
No trail to Old Mill Park – not needed. Lakefront properties are not happy with this.
- 9. 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
- 10. 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)
- 11. 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
- 12. Nature & Green Infrastructure** (34 respondents)
Bring nature into the built environment with landscaping, raingardens, planters

13. Sense of Place (33 respondents)

Encourage those recognizable elements and aesthetics that make Shawnigan Lake distinct

14. Cohesive Design (30 respondents)

Consistent and complementary architectural and streetscape character throughout the village

Comments:

Modern/consistent architectural streetscape in village

15. 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

16. 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)

17. Public Space (25 respondents)

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

18. Public Art (19 respondents)

Facilitate and integrate public art throughout

Comments:

A place to show local visual art from citizens

19. Complementary Commercial (13 respondents)

Opportunities for diversity / alternatives i.e. co-working, economic nomadism (WEWORK), ecotourism

20. 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

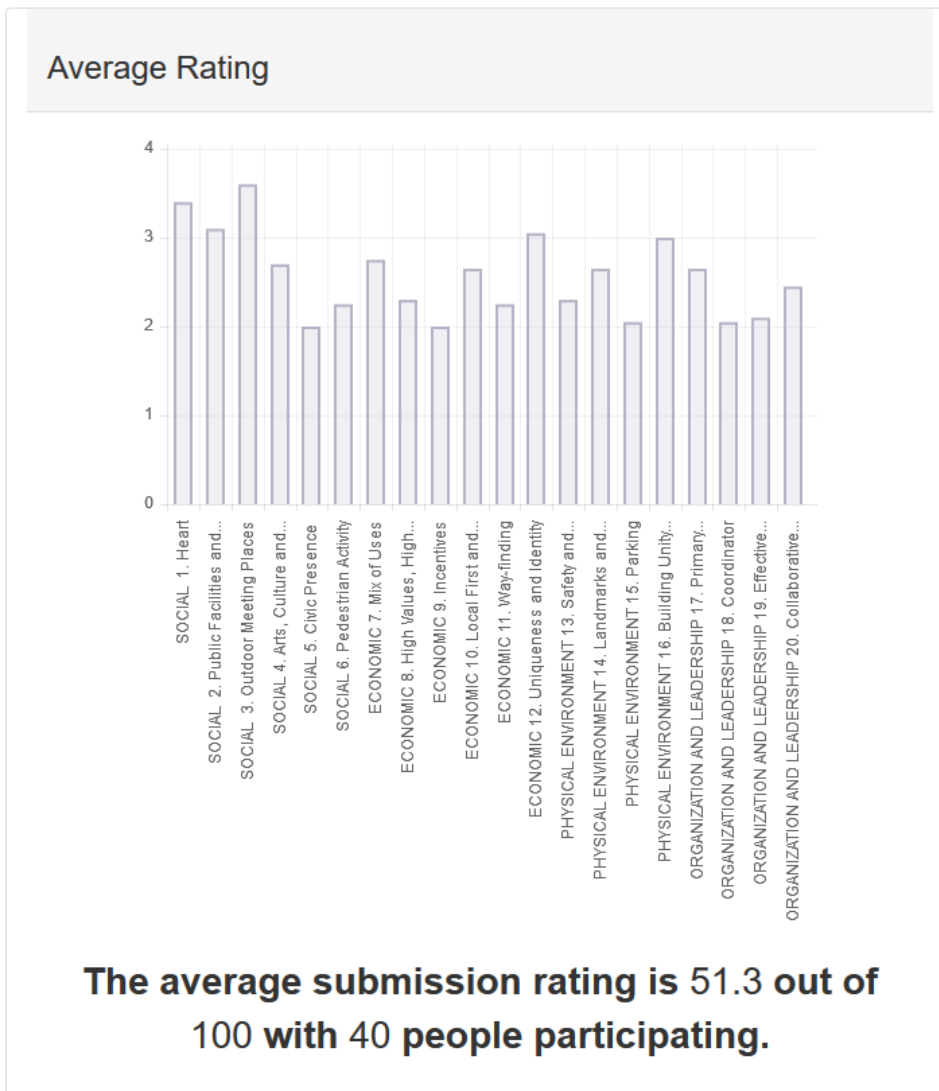
General Comments

- 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
- Masons 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)

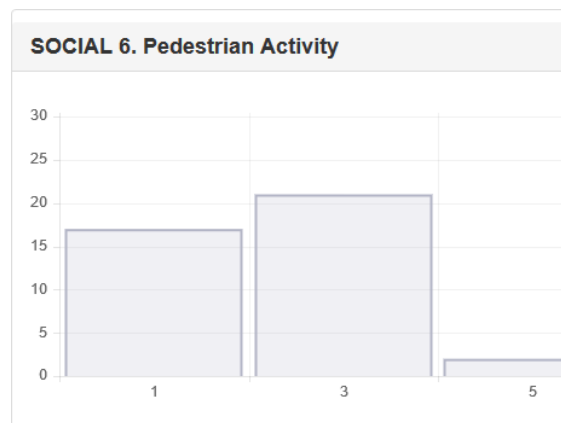
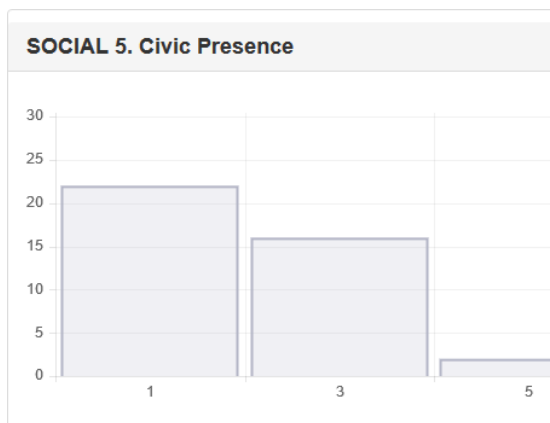
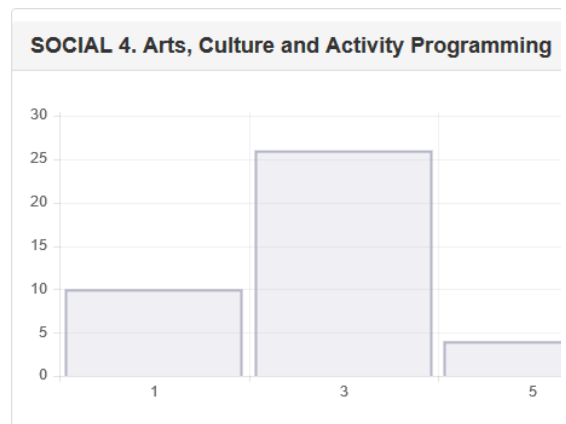
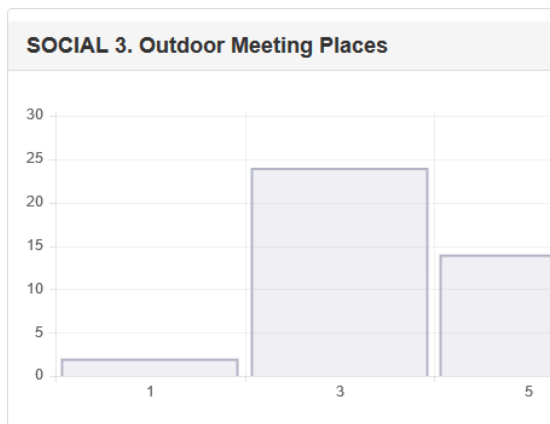
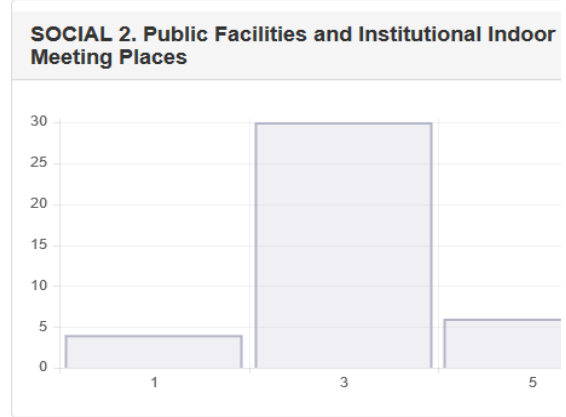
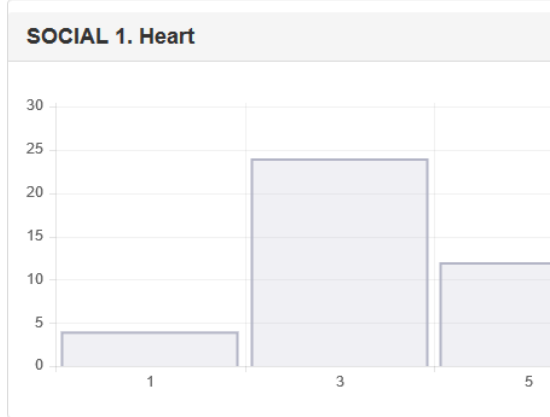
A.6 Shawnigan Lake Village Health Assessment Survey

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.

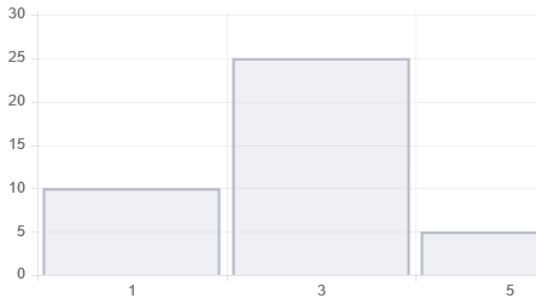
The measurements range from one to five, with 5 representing a super downtown.



RESULTS BY QUESTION



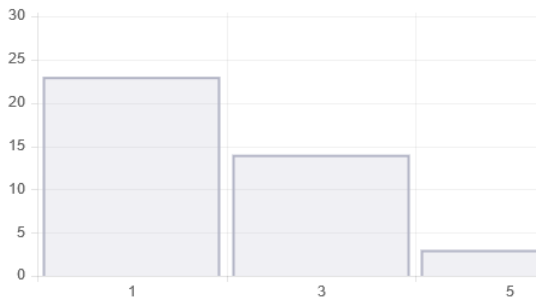
ECONOMIC 7. Mix of Uses



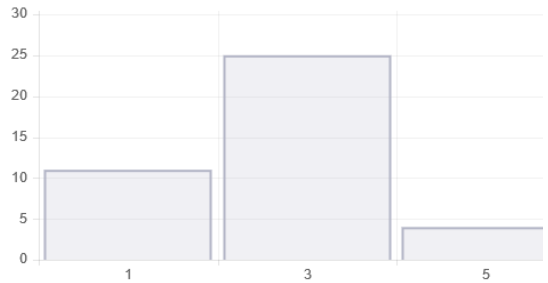
ECONOMIC 8. High Values, High Sales per Square Foot, Low Vacancy, and Extended Hours



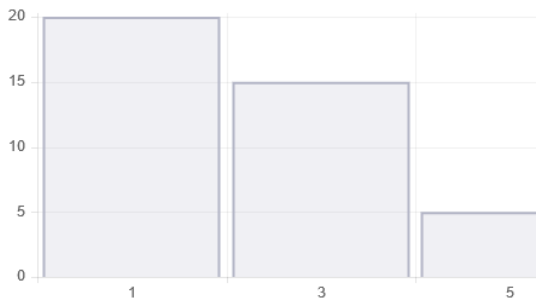
ECONOMIC 9. Incentives



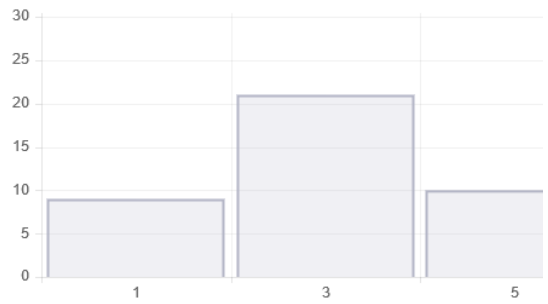
ECONOMIC 10. Local First and Tourist Second - Primary Attractors



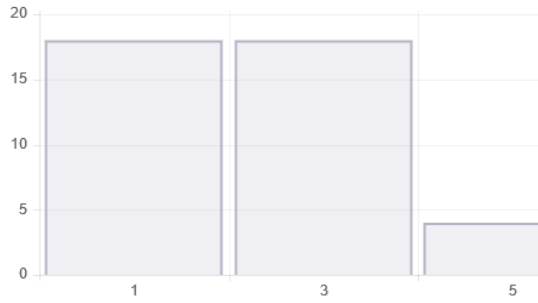
ECONOMIC 11. Way-finding



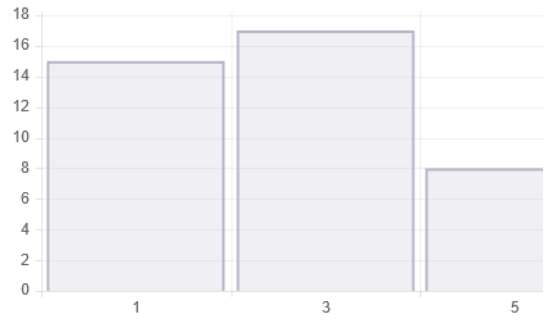
ECONOMIC 12. Uniqueness and Identity



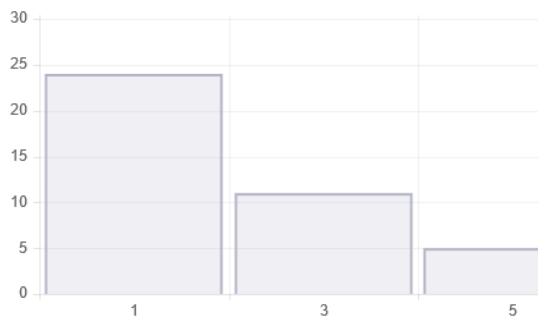
**PHYSICAL ENVIRONMENT 13. Safety and Accessib
for Pedestrians First**



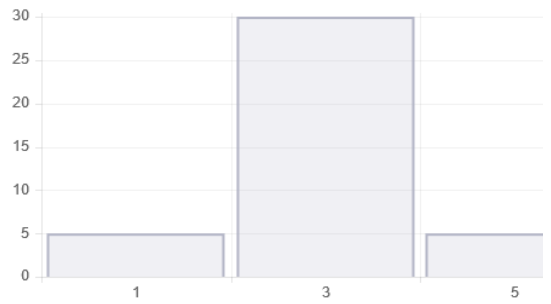
PHYSICAL ENVIRONMENT 14. Landmarks and Entr



PHYSICAL ENVIRONMENT 15. Parking



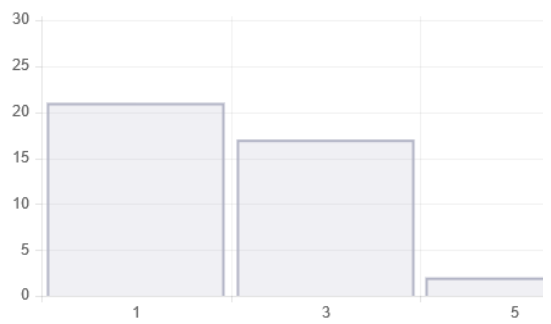
**PHYSICAL ENVIRONMENT 16. Building Unity and
Continuous Elements**



**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 Masons), 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.

A.7 Shawnigan Lake Village Community Design Charrette

The Community Design Charrette on October 17th to 19th offered several opportunities for the public and stakeholders to review the background information, input to date, and offer new insights. These engagement opportunities included:

- a stakeholder session on the first day to review and contribute further ideas;
- an open house on the first evening to review the community input to date;
- a further stakeholder meeting on day 2 focused on the action plan review;
- a community drop-in session to review the progress of design with the design team; and
- Finally, after further work and refinement by the design team, a public presentation on the third day to review the early directions towards a formal plan.

The feedback and information from the Community Design Charrette further refined the ideas and informed the final Plan.

APPENDIX B. BACKGROUND ANALYSIS

B.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.

B.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.

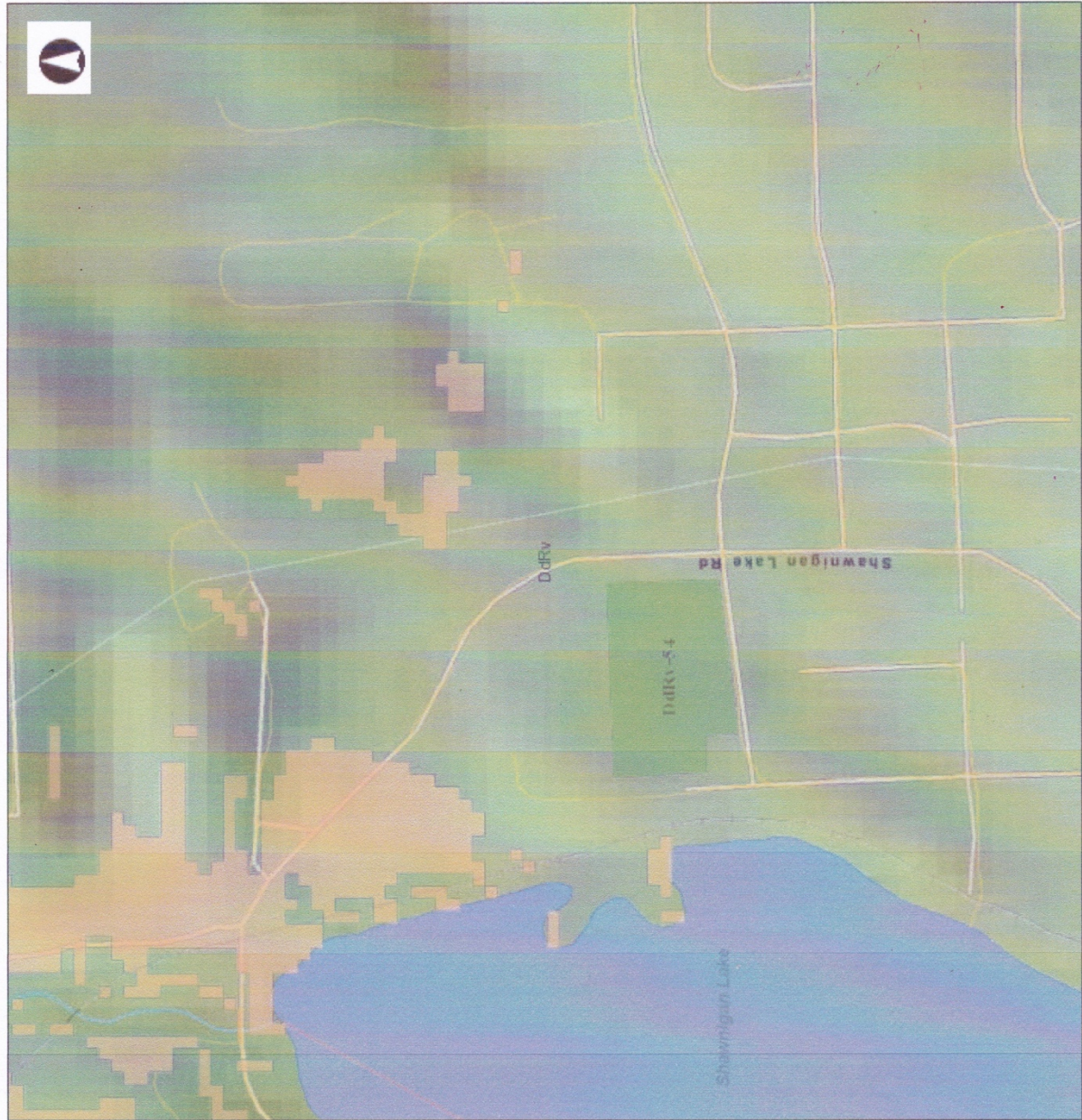
With the railway and lumber industry coming to Shawnigan Lake, the small community blossomed with a waterfront hotel, a community centre, and housing that came with the expansion of jobs associated with resort development and industry. A flood in 1935 resulted in the Village being moved up on the hill.

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.



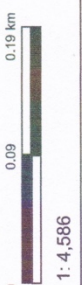
Photos from *CVRD South Cowichan OCP Bylaw 3510: Schedule A, Appendix B - Shawnigan Village Plan page 3*



Archaeological Sites

Legend

- Archaeological Site Labels -
- Archaeological Sites - To be REGISTERED
- Archaeological Sites
- Legacy Archaeological Sites
- Historic Places (Formally Replaced)
- Historic Places
- Legacy Historic Places
- Historic Places (Unprotected To be replaced)
- Historic Places
- Legacy Historic Places

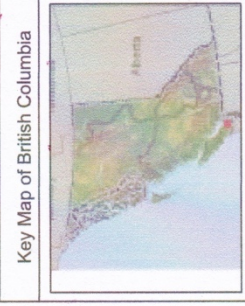


Copyright/Disclaimer

The material contained in this web site is owned by the Government of British Columbia and protected by copyright. No part of this material may be reproduced without the prior written permission of the Province of British Columbia. To request permission to reproduce all or part of the material on this web site please complete the Copyright Permission Request Form which can be accessed through the Copyright

CAUTION: Maps obtained using this site are not designed to assist in navigation. These maps may be generalized and may not reflect current conditions. Undeclared hazards may exist. DO NOT USE THESE MAPS FOR NAVIGATIONAL PURPOSES.

Datum: NAD83
 Projection: NAD_1983_BC_Environment_Albers



B.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 Shawnigan Station 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 Shawnigan Station 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>

B.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 @ 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

B.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.



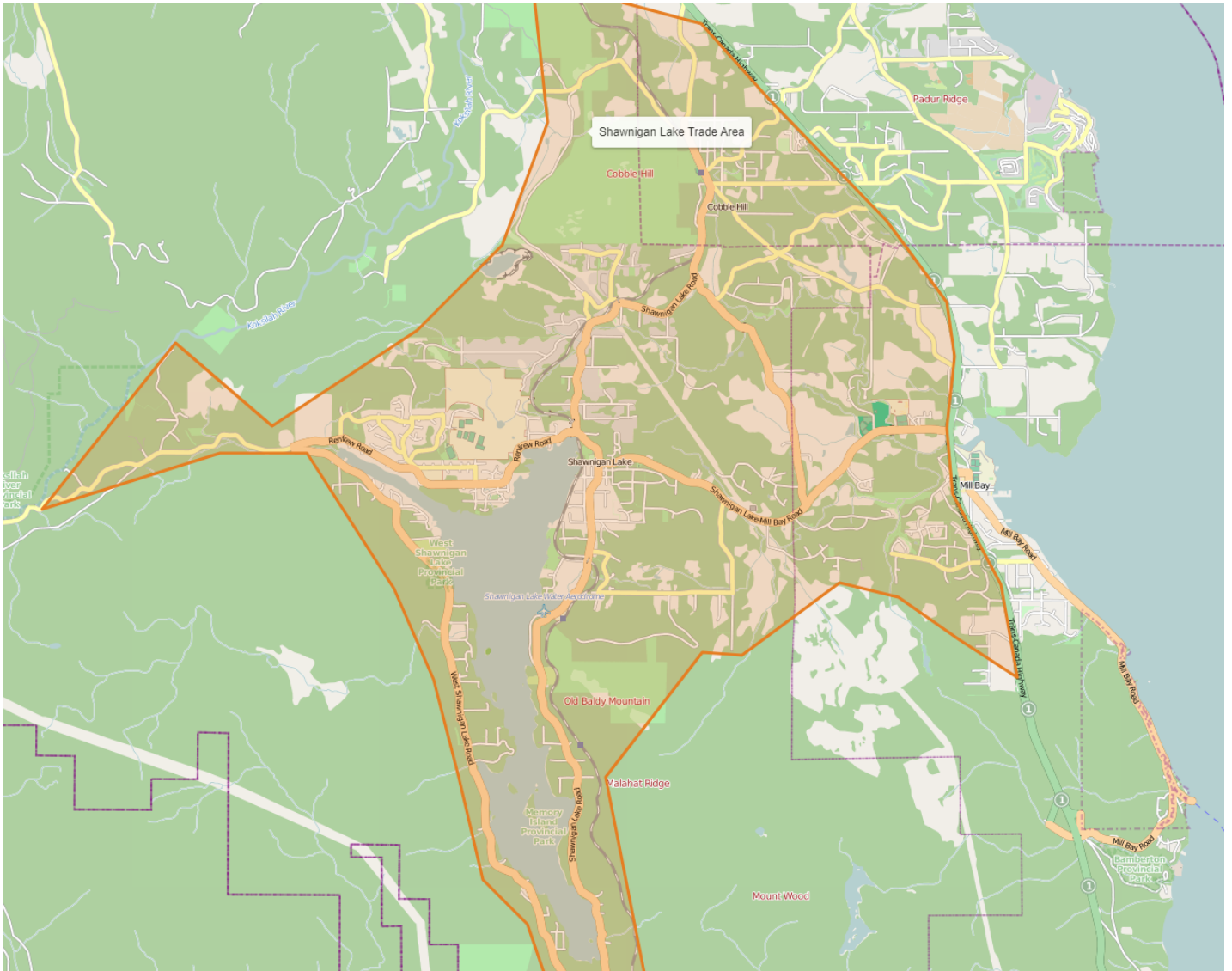
1. Business Inventory

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
• Masons 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



B.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 on November 6, 2019 in Mill Bay. A number of alternatives were 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 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.

B.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.

B.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: The Ministry of Transportation and Infrastructure installed an extruded asphalt curb so vehicles could not cut the corner, 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

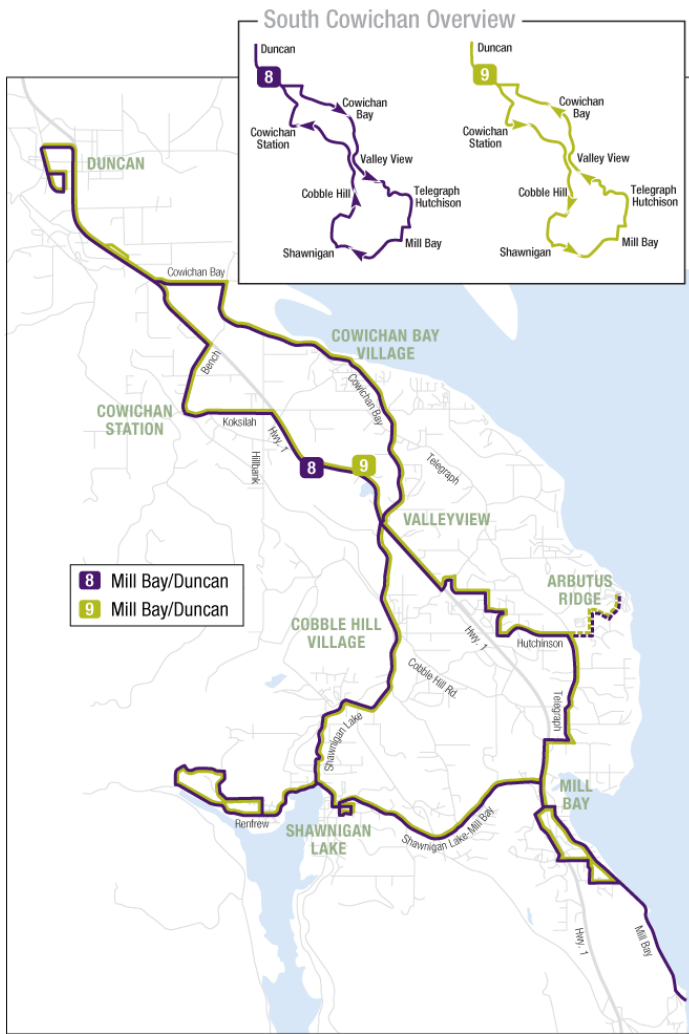


Figure 3: Local Transit Routes

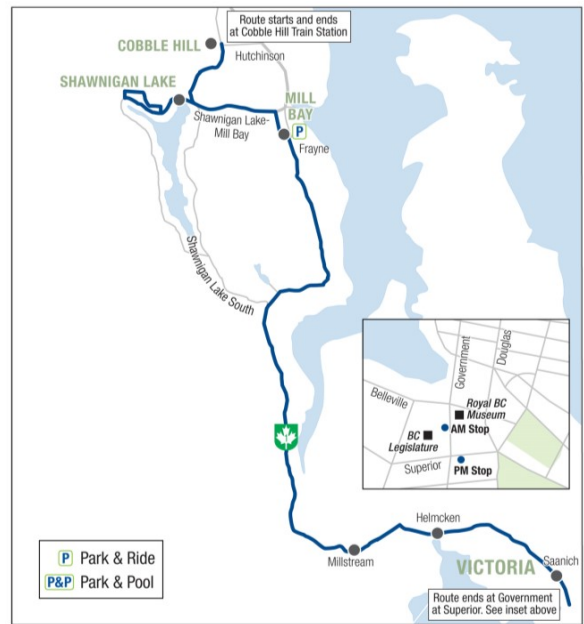


Figure 4: Regional Transit Route

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.

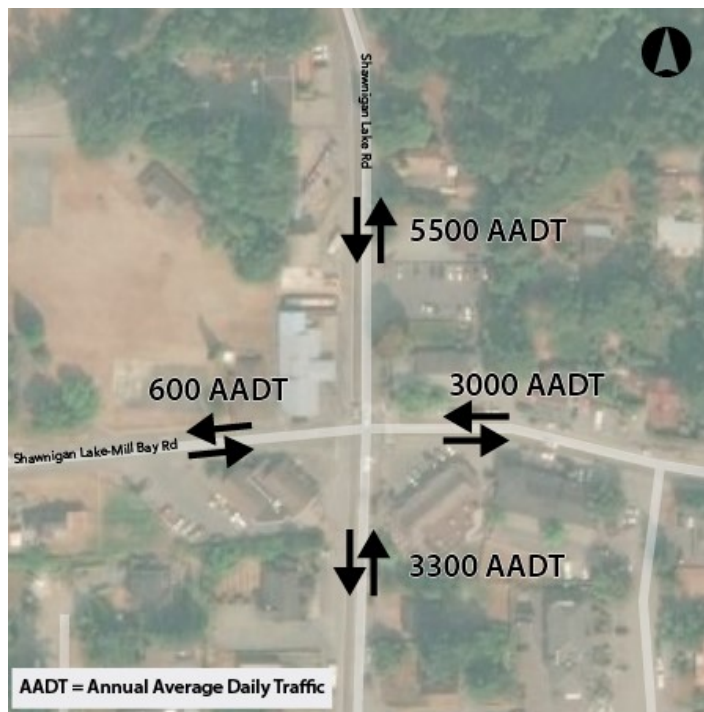


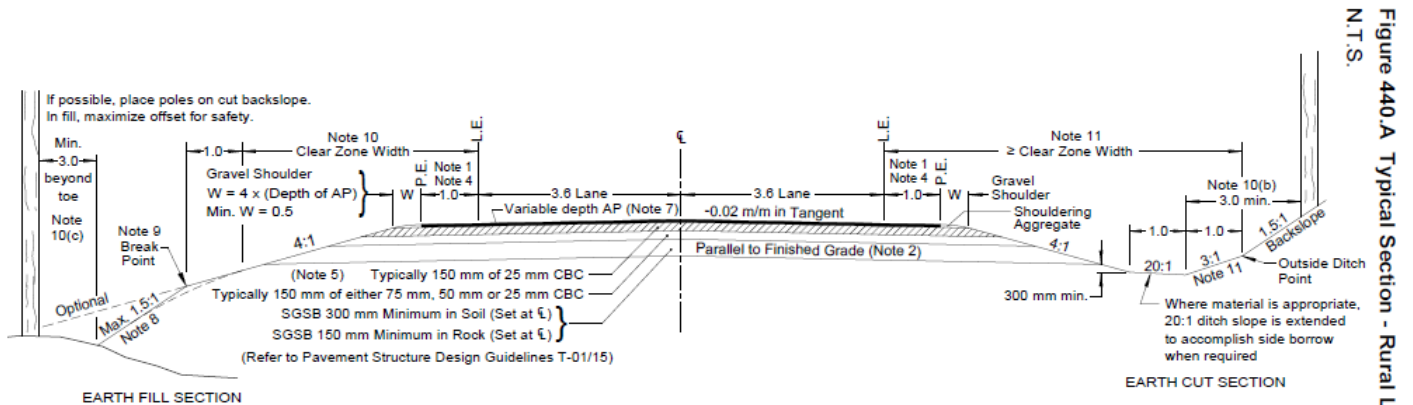
Figure 5: Average Two-way Daily Traffic Volume

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.



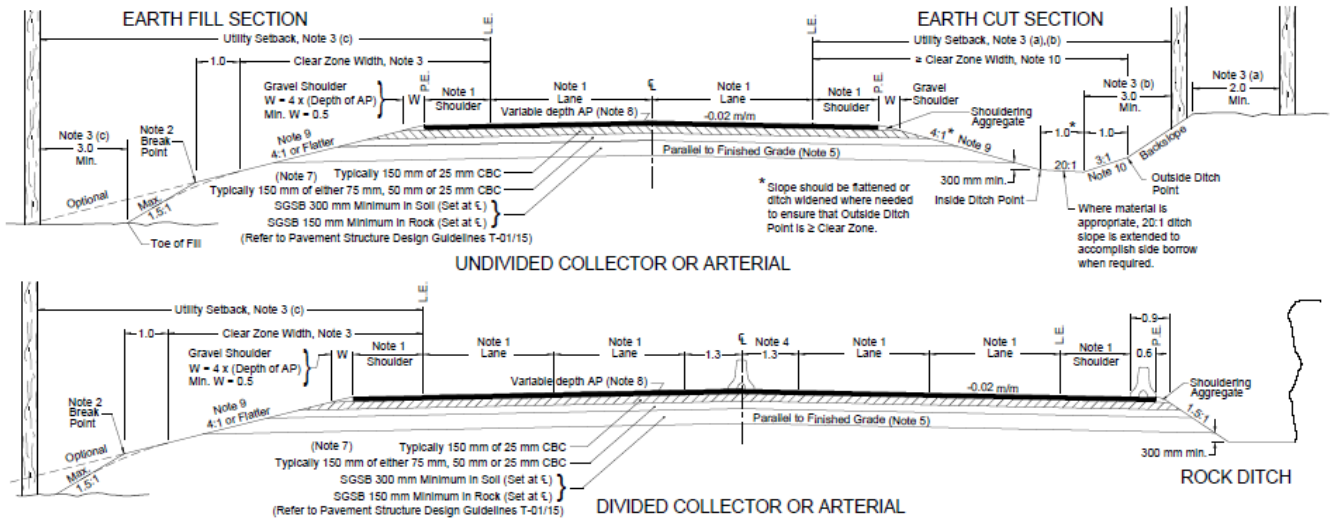
Notes:

- 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 –	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.

B.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 Masons 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.

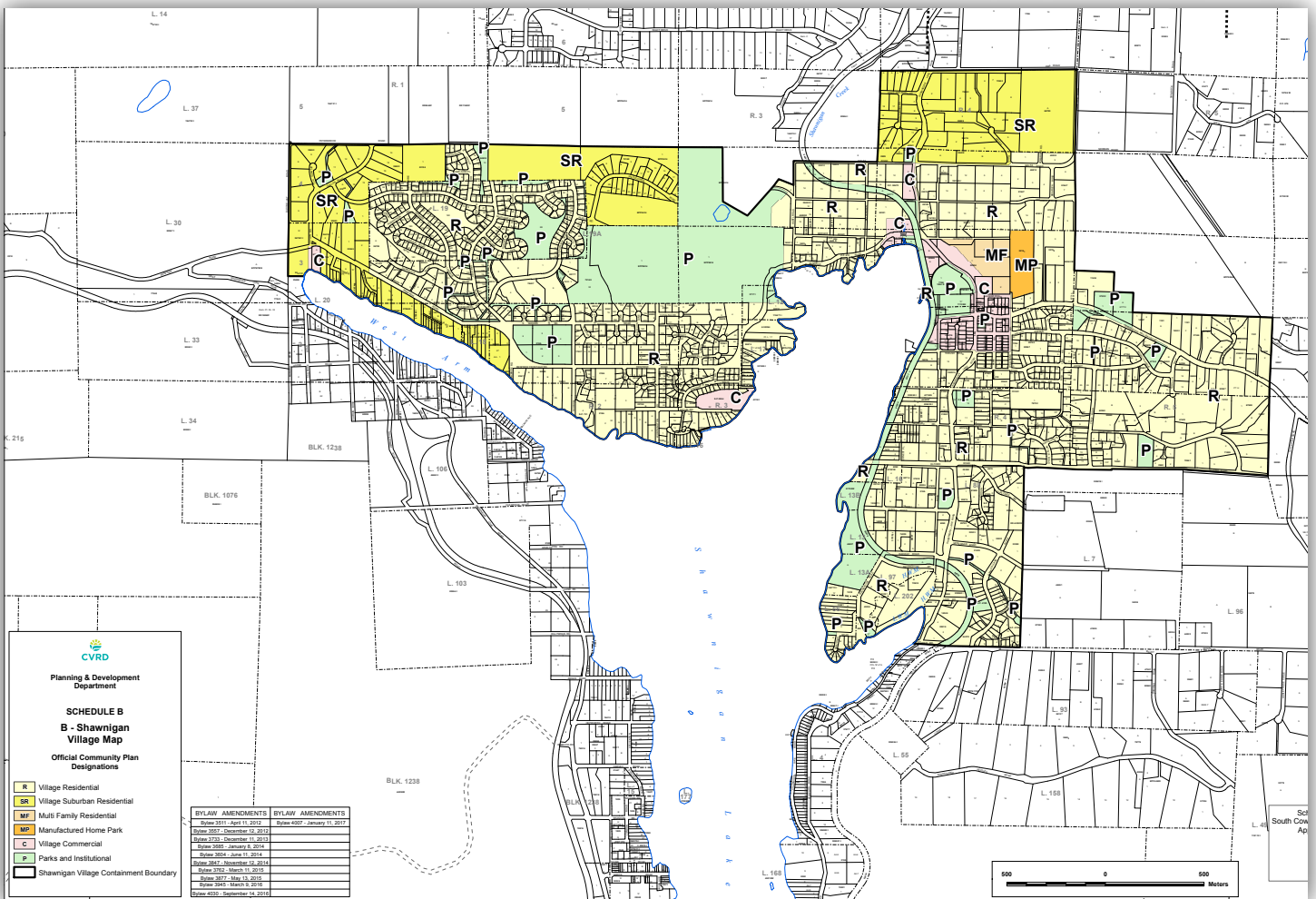
Policy 5.10: The installation of sidewalks or pathways will be required within the commercial core area as development or redevelopment proceeds.

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

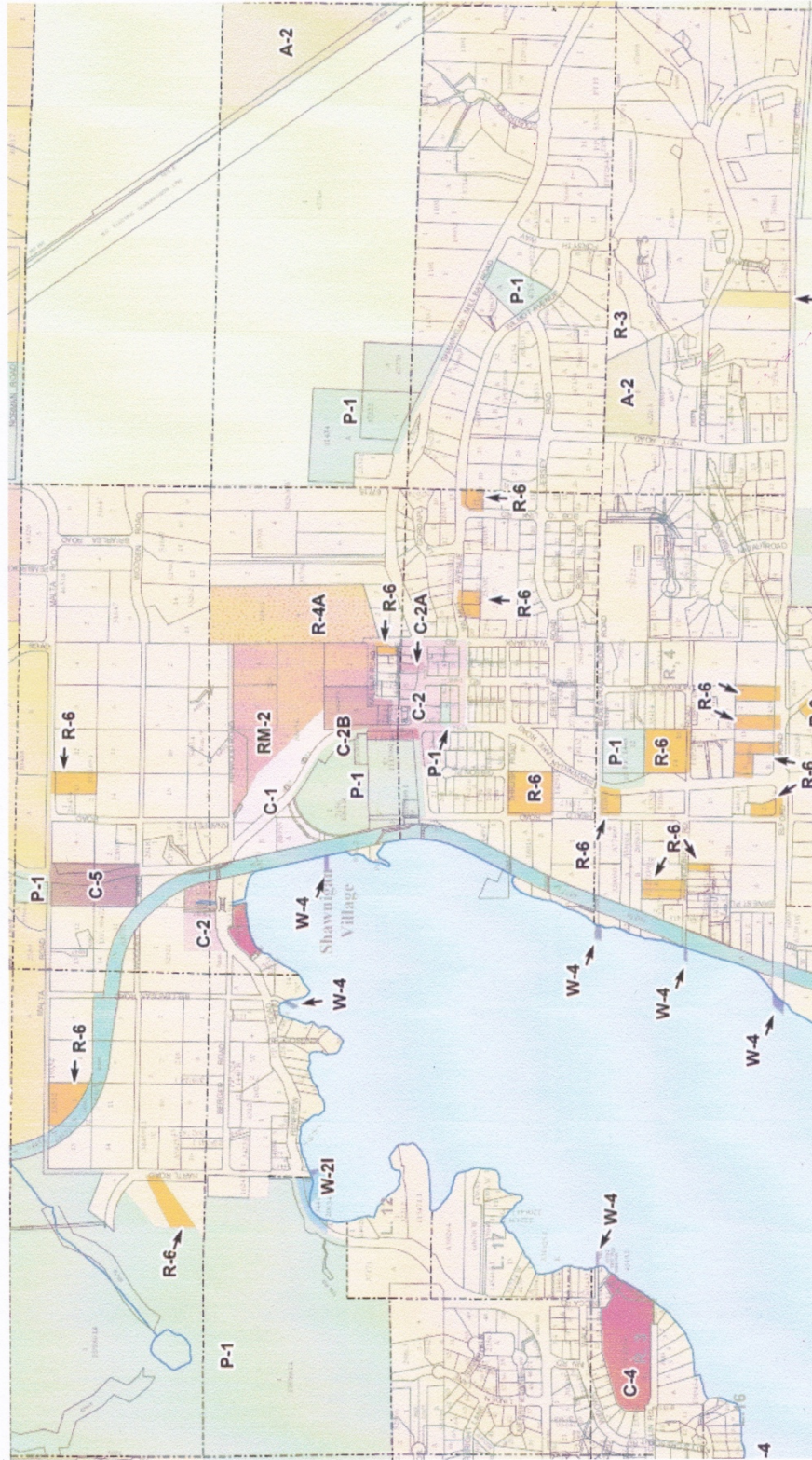
E. To provide safe pedestrian and cycling trails in Shawnigan Village, between commercial areas, parks and residential neighbourhoods;

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.cvrld.bc.ca/232/Zoning-Bylaws>

B.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 Masons 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 Masons 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).

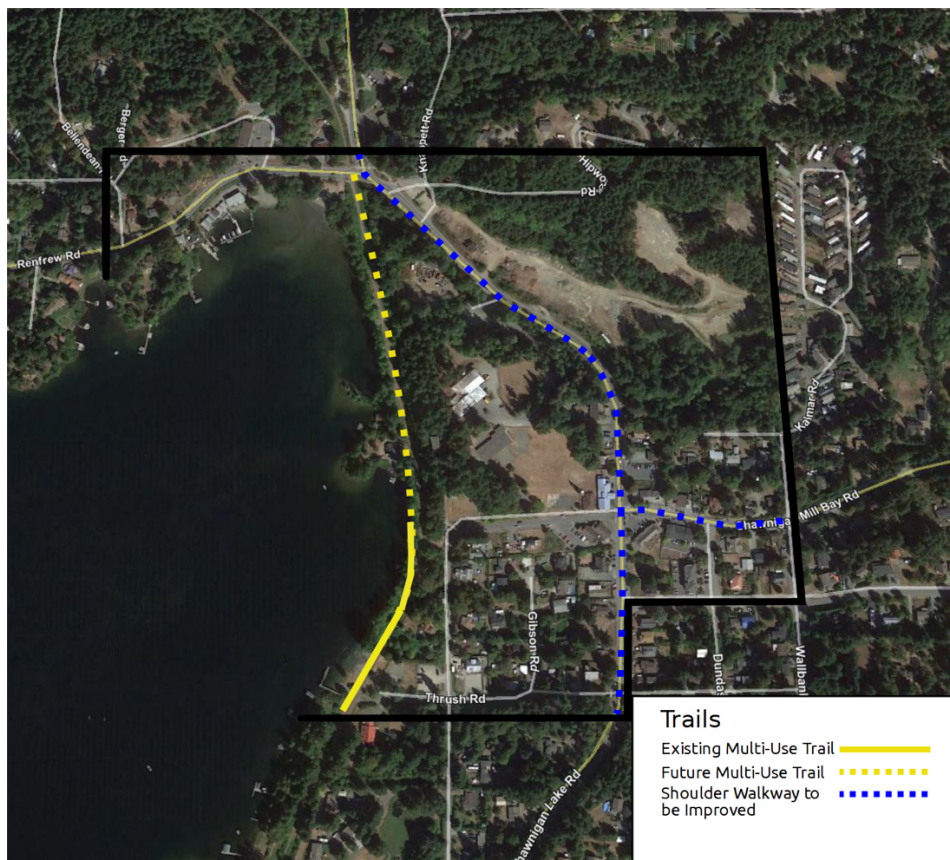
Other relevant recommendations include:

- 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:

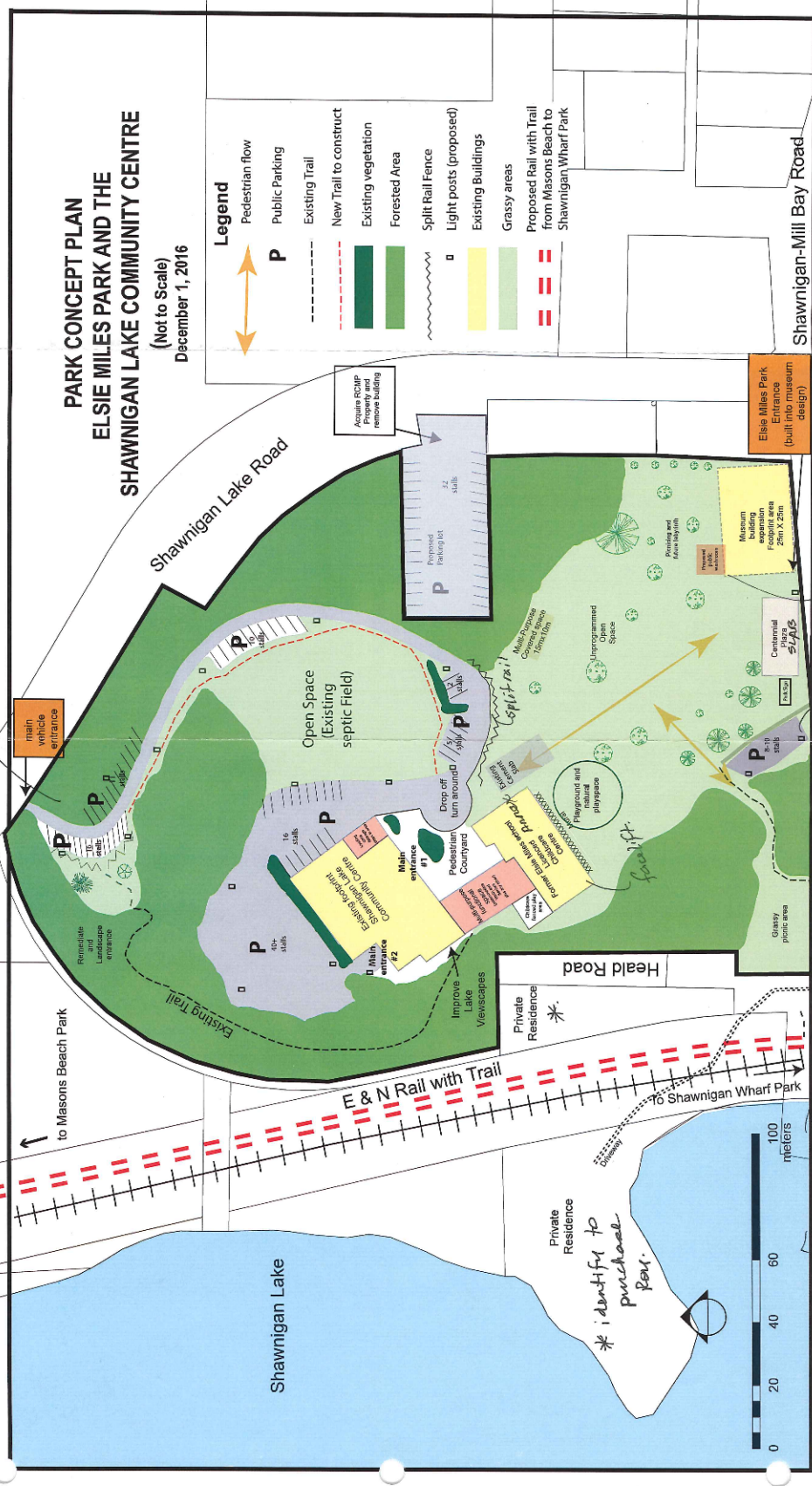
- a. Need a new home for the public boat launch (Danger of backing down to the lake alongside popular family swimming beach and Lack of parking for trucks and trailers once boats are launched)
- b. General connectivity (Development property to northeast of Dougan Park and community centre is required 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.



Collaborate with partner.

clean up trees



PARK CONCEPT PLAN
ELSIE MILES PARK AND THE
SHAWNIGAN LAKE COMMUNITY CENTRE
 (Not to Scale)
 December 1, 2016

- Legend**
- Pedestrian flow
 - Public Parking
 - Existing Trail
 - New Trail to construct
 - Existing vegetation
 - Forested Area
 - Split Rail Fence
 - Light posts (proposed)
 - Existing Buildings
 - Grassy areas
 - Proposed Rail with Trail from Masons Beach to Shawnigan Wharf Park

Shawnigan-Mill Bay Road

Elsie Miles Park Entrance (built into museum design)

Heald Road

Private Residence

Private Residence

to Shawnigan Wharf Park

100 meters

0 20 40 60 80 100

meter station

- wifi

- changing station for bike

- "1.1" "remail"

- plan for playground

rocks

darken: ault + museum

- bike rack

- benches

- picnic table

major water intake + new pump

nail train! entrance

B.11 Affordable Housing CVRD Regional Needs Assessment

Shawnigan Lake has the highest median household income levels in the region. For the most part, rental prices are within reach for couple households and single parents earning the median income or more. Single people have the least choice in the rental housing market, which is aligned with the situation facing singles across the region. Home ownership affordability levels in Shawnigan Lake are aligned with the regional average, whereby couple households, earning median income levels or more, can afford to purchase the average priced single detached home.

Single parents, earning the median income levels, can afford to purchase an average priced condominium, and are within reach of affording the average priced townhome. Single parents, earning the median income, have significantly greater ability to participate in the housing market than in neighbouring communities. From the non-market perspective, there is one affordable housing unit in Shawnigan Lake, dedicated for an individual or family with special needs. There are 8 seniors receiving SAFER* rent supplements, and 17 families receiving (RAP*) rent supplements. At the time of this study, rental options in Shawnigan Lake were primarily single-detached houses, or secondary suites.